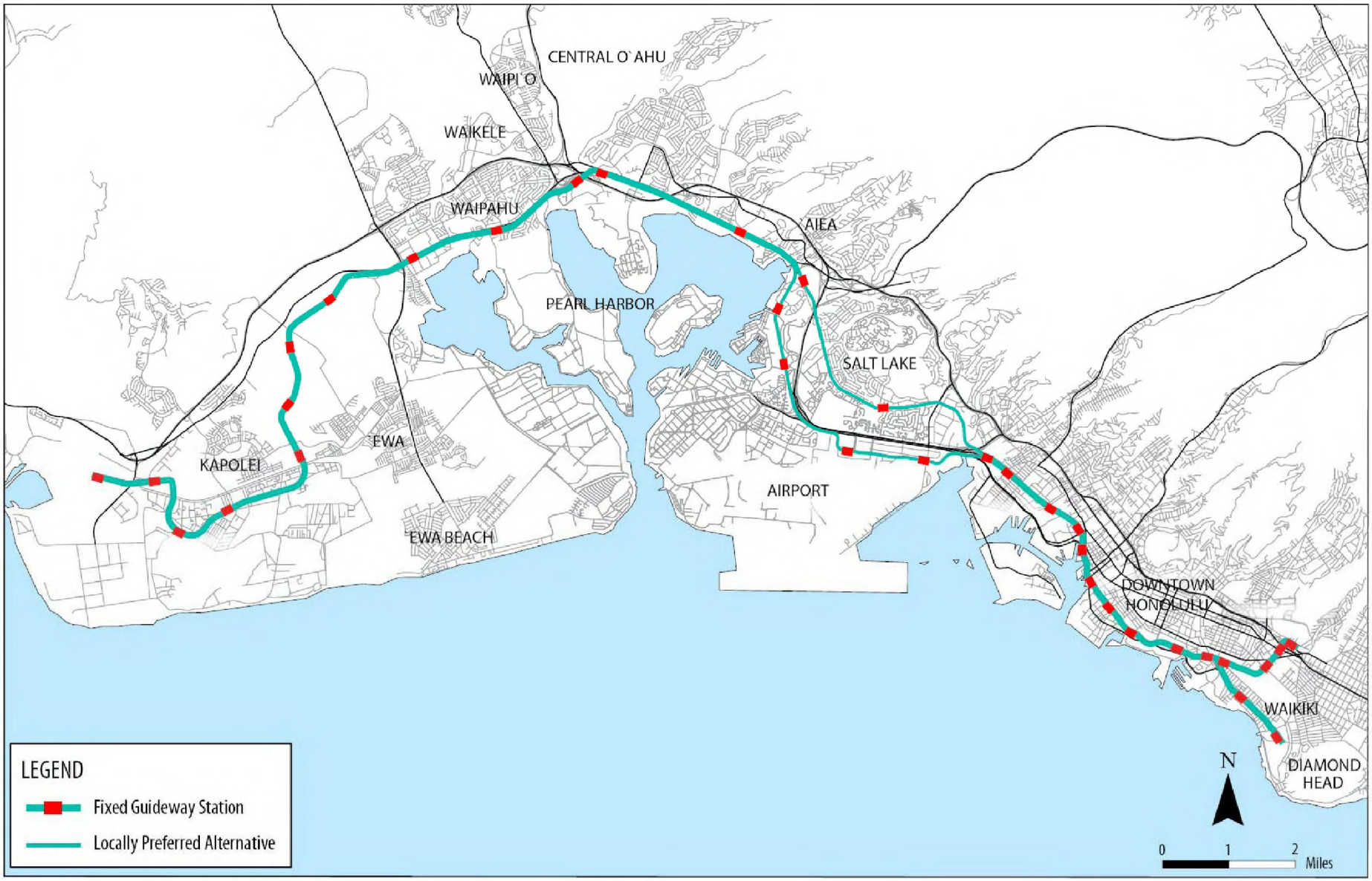
Honolulu Rail Transit Project

DEIS Briefing and Project Update

August 12, 2008

Locally Preferred Alternative



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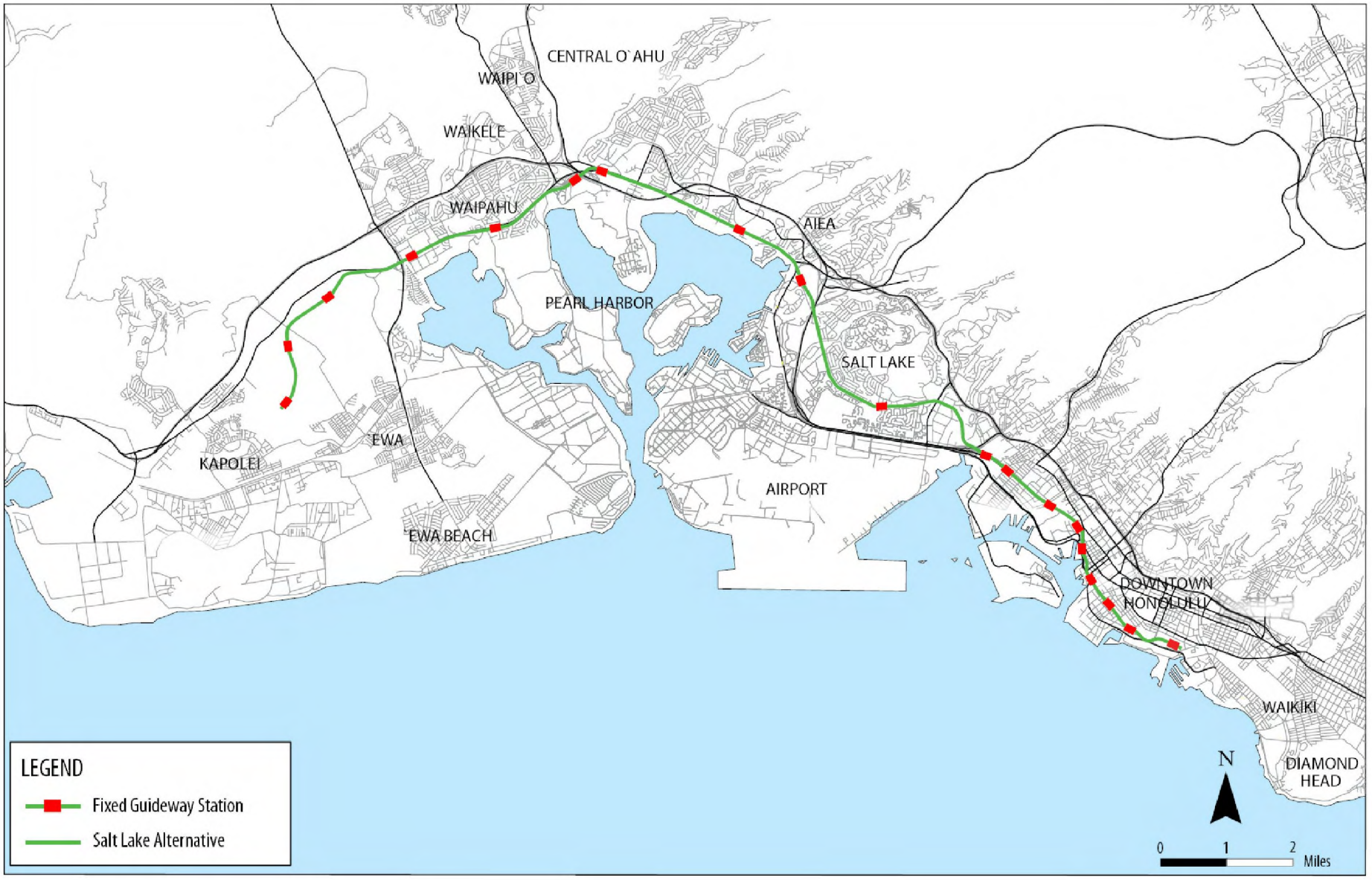
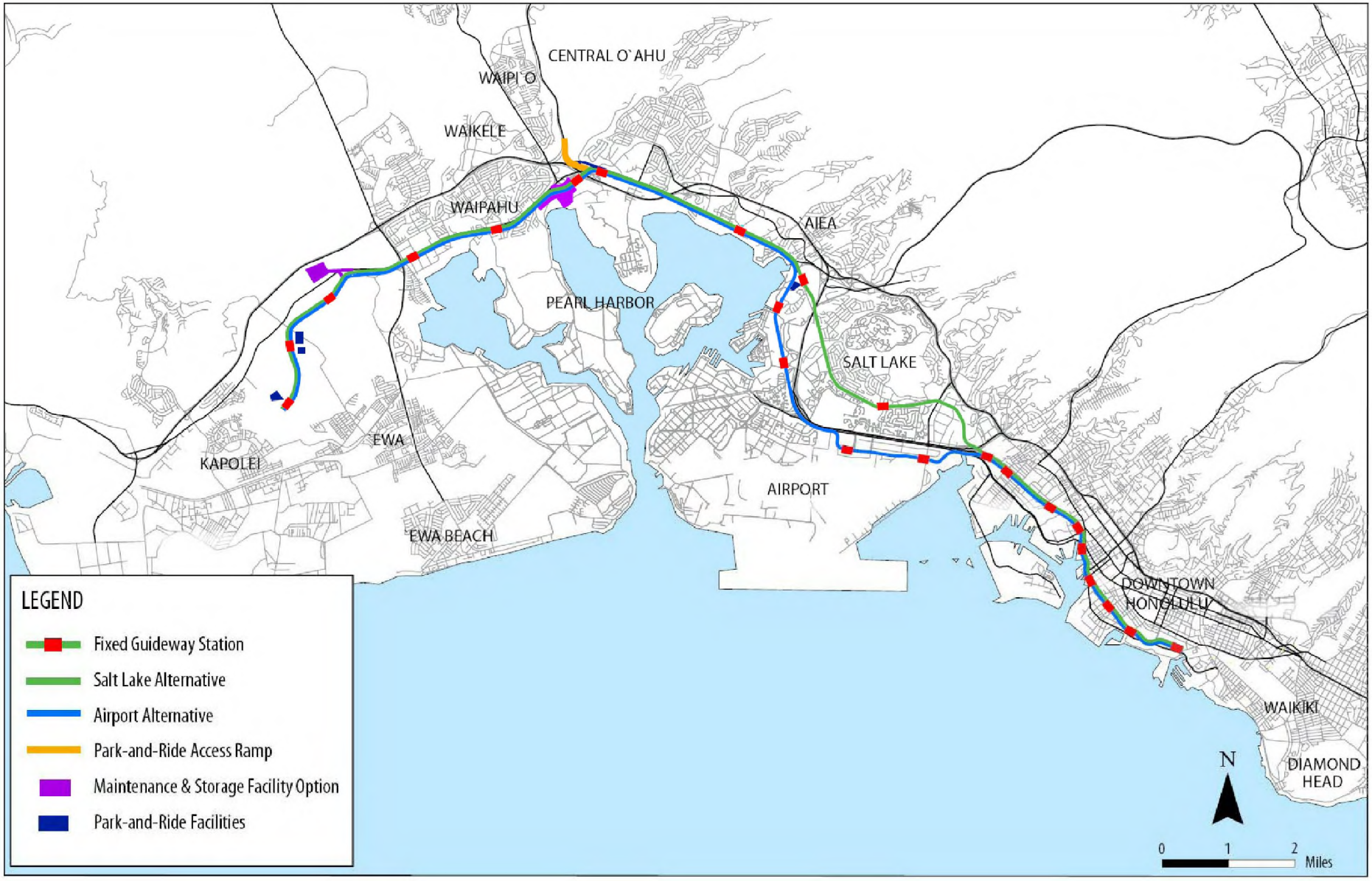
First Construction Project



Draft EIS Build Alternatives



Project Scope

- Guideway and Stations
- Maintenance Facility and Storage Yard
- Park-and-Ride Lots
- Transit Centers
- Traction Power Substations
- Railcars

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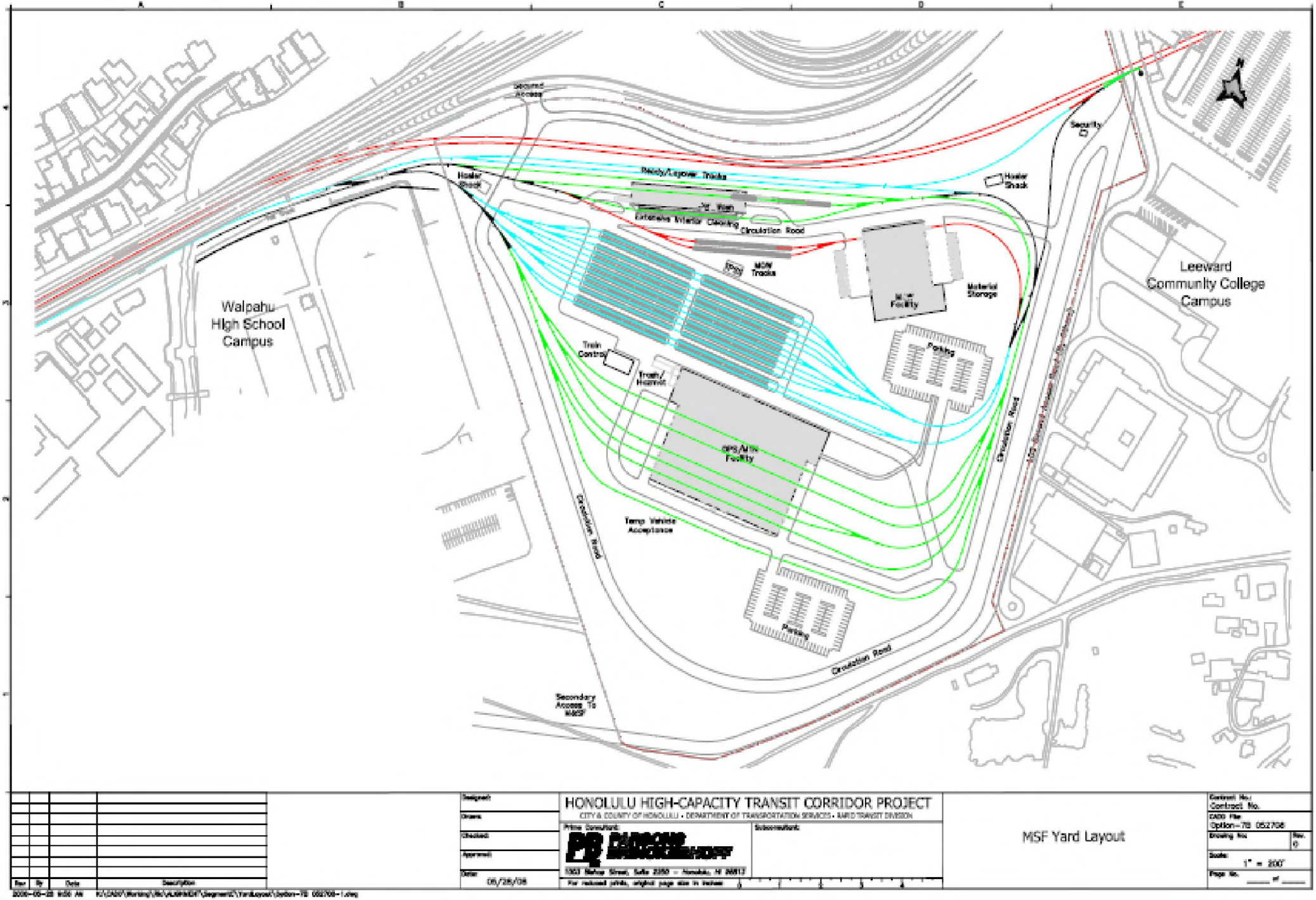
Walpahu
High School
Campus
Leeward
Community College
Campus
Ready/Layover Tracks
Heater Shack
Exterior Interior Cleaning
Circulation Road
MOW Tracks
Material Storage
Train Control
Train/ Hostler
OPS/Admin Facility
Parking
Temp Vehicle Acceptance
Security
Secondary Access To MSF
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
CITY & COUNTY OF HONOLULU • DEPARTMENT OF TRANSPORTATION SERVICES • RAPID TRANSIT DIVISION
MSF Yard Layout
08/28/08

AR00075999

Project Scope

- Guideway and Stations
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- Transit Centers
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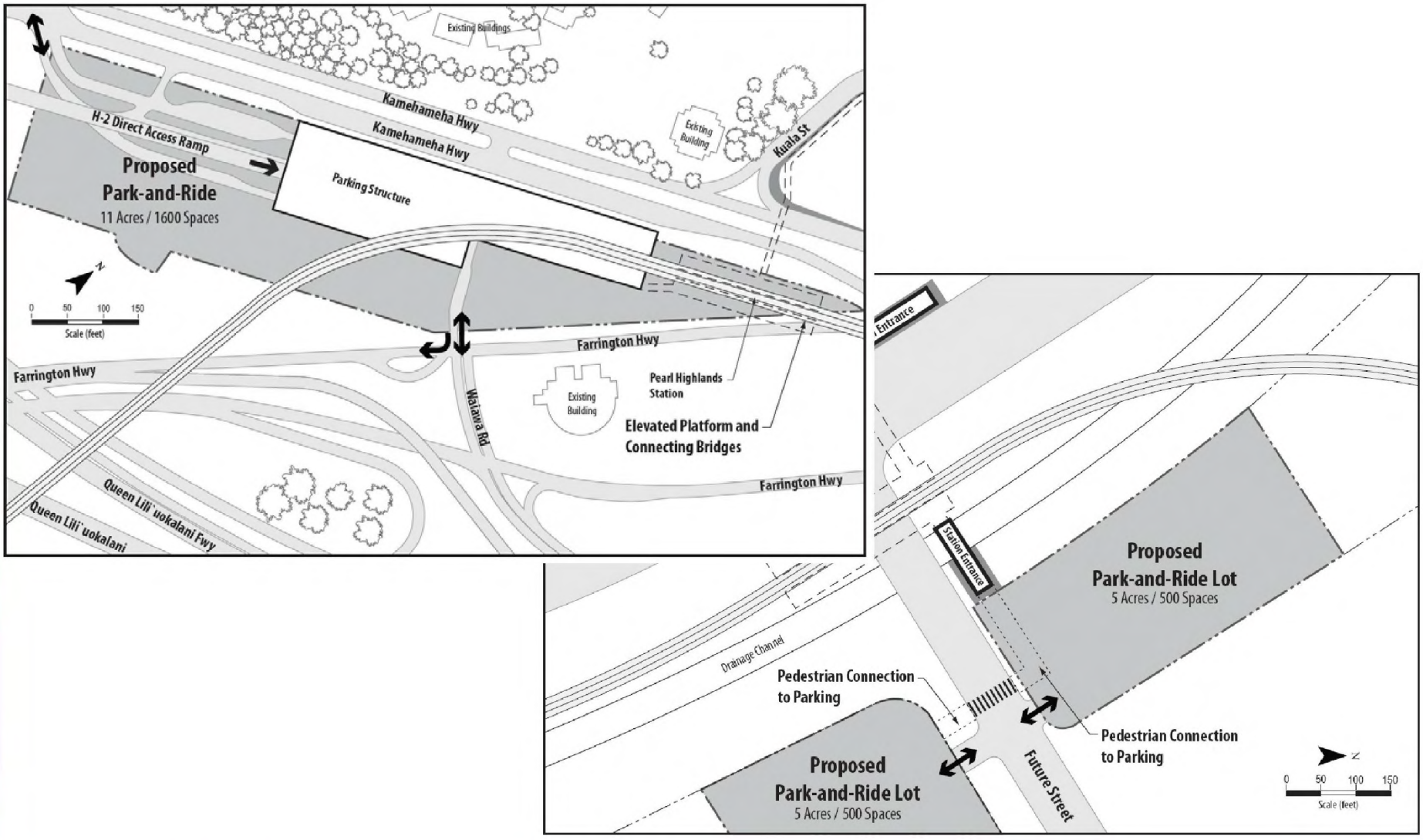
Park-and-Ride Lots



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Project Scope

- Guideway and Stations
- Maintenance Facility and Storage Yard
- Park-and-Ride Lots
- Transit Centers
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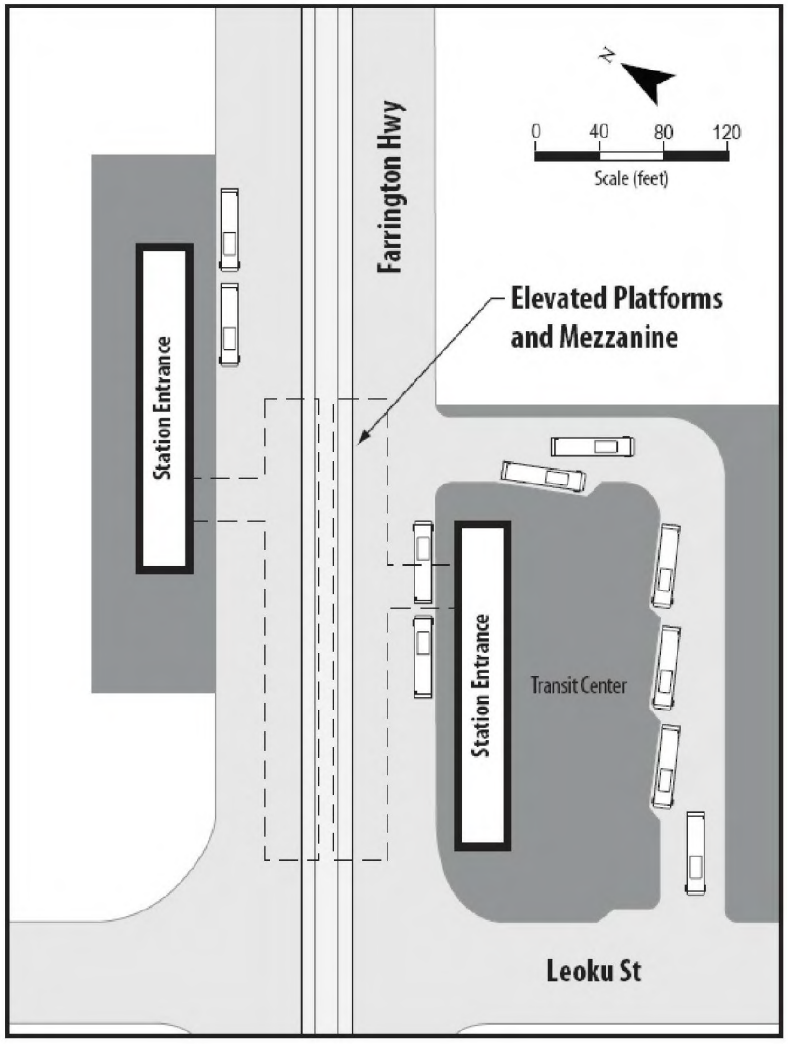
- Railcars

Transit Centers



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Project Scope

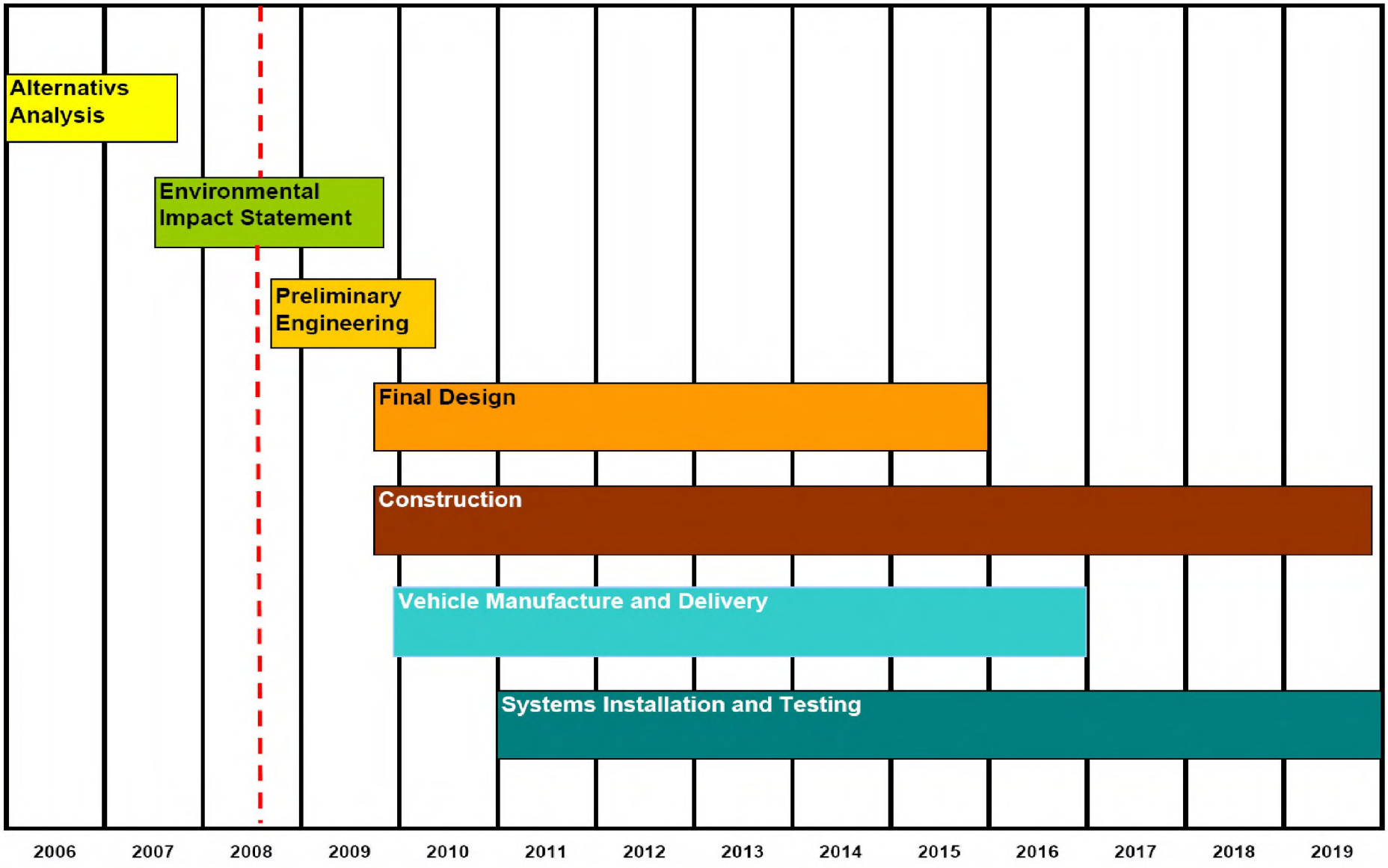
- Guideway and Stations
- Maintenance Facility and Storage Yard
- Park-and-Ride Lots
- Transit Centers
- Traction Power Substations
- Railcars

TPSS

Project Scope

- Guideway and Stations
- Maintenance Facility and Storage Yard
- Park-and-Ride Lots
- Transit Centers
- Traction Power Substations
- Railcars

Project Phasing



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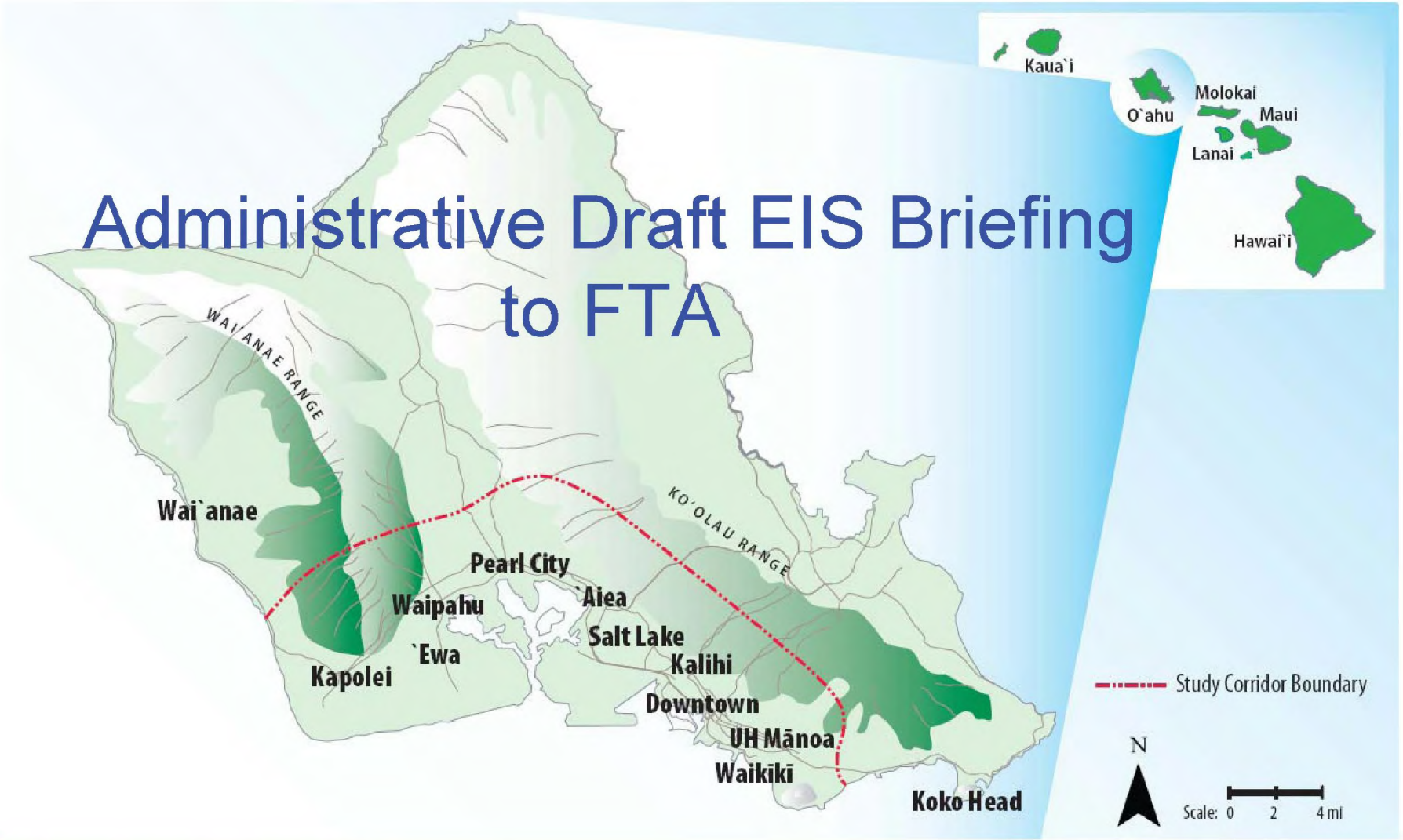
Honolulu High-Capacity Transit Corridor Project



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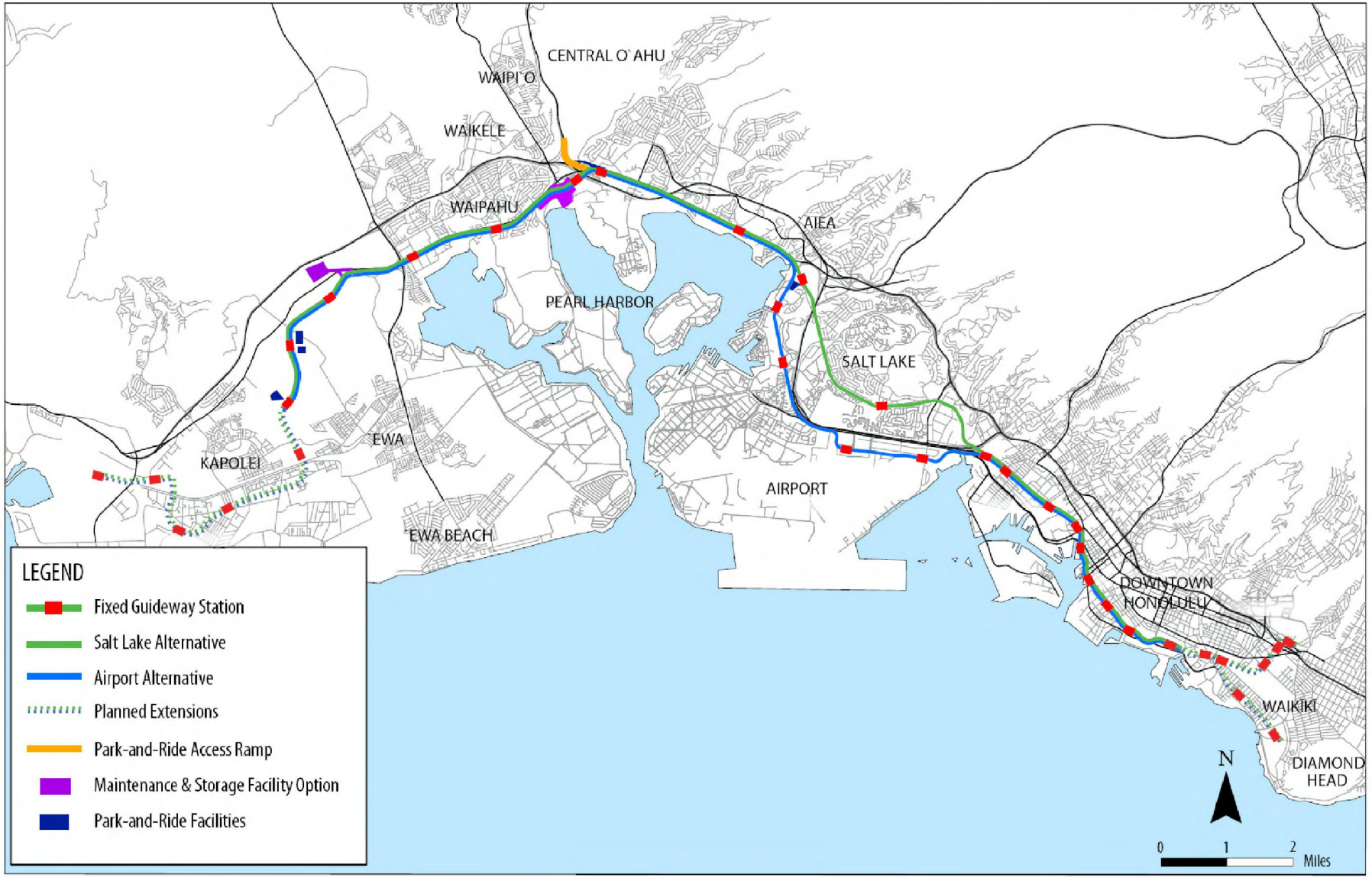
Build Alternatives and Planned Extensions



Administrative DEIS

- Overview of Administrative DEIS
- General structure and chapter content
- Key issues
- Agency coordination/consultation
- Public outreach activities
- Schedule

Preparing the Draft EIS

- FTA Draft EIS outline
- FTA streamlining guidance
- Hawaii Revised Statutes Chapter 343

Draft EIS Outline

Chapter 1 Background, Purpose and Need

Chapter 2 Alternatives Considered

Chapter 3 Transportation

Chapter 4 Environmental Analysis, Consequences, and Mitigation

Chapter 5 Section 4(f) Evaluation

Chapter 6 Cost and Financial Analysis

Chapter 7 Evaluation of Alternatives

Chapter 8 Comments and Coordination

Chapter 1 Background, Purpose and Need

1.1 History of the Honolulu High-Capacity Transit Corridor Project
1.2 Description of the Corridor
1.3 Existing Travel Patterns in the Corridor
1.4 Existing Transportation Facilities and Services in the Corridor
1.5 Performance of the Existing Transportation System
1.6 Potential Transit Markets
1.7 Purpose of the Project
1.8 Need for Transit Improvements
    1.8.1 Improve Corridor Mobility
    1.8.2 Improve Corridor Travel Reliability
    1.8.3 Improve Access to Planned Development to Support City Policy to Develop a Second Urban Center
    1.8.4 Improve Transportation Equity
1.9 Goals of the Project

Chapter 2 Alternatives Considered

2.1 Alternatives Screening and Selection Process

2.2 Alternatives Evaluated in this Draft Environmental Impact Statement

- 2.2.1 No Build Alternative
- 2.2.2 Build Alternatives

Alternatives Screening and Selection Process

	Why Rejected	When Rejected
Alternative		
Pearl Harbor Tunnel	Rejected by O'ahuMPO based on high cost and limited benefit	Screening
Waterborne Ferry Service	Insufficient capacity and uncompetitive travel time	Screening
TSM Alternative	Would not have supported Honolulu General Plan; minimal impact to VMT and VHD	Alternatives Analysis
Managed Lane Alternative	Would not have supported Honolulu General Plan; minimal impact to VMT and VHD	Alternatives Analysis
Technologies		
Diesel Multiple Unit	Not suitable for urban transit	Screening
Personal Rapid Transit	Unproven technology and insufficient capacity	Screening
Commuter Rail	Not suitable for urban transit	Screening
Emerging Concepts	Unproven technology	Screening
Rubber-tired Guided Vehicles	Proprietary technology	After Alternatives Analysis
Magnetic Levitation	Proprietary technology unproven in U.S.	After Alternatives Analysis
Monorail	Proprietary technology	After Alternatives Analysis

Fixed Guideway Build Alternatives

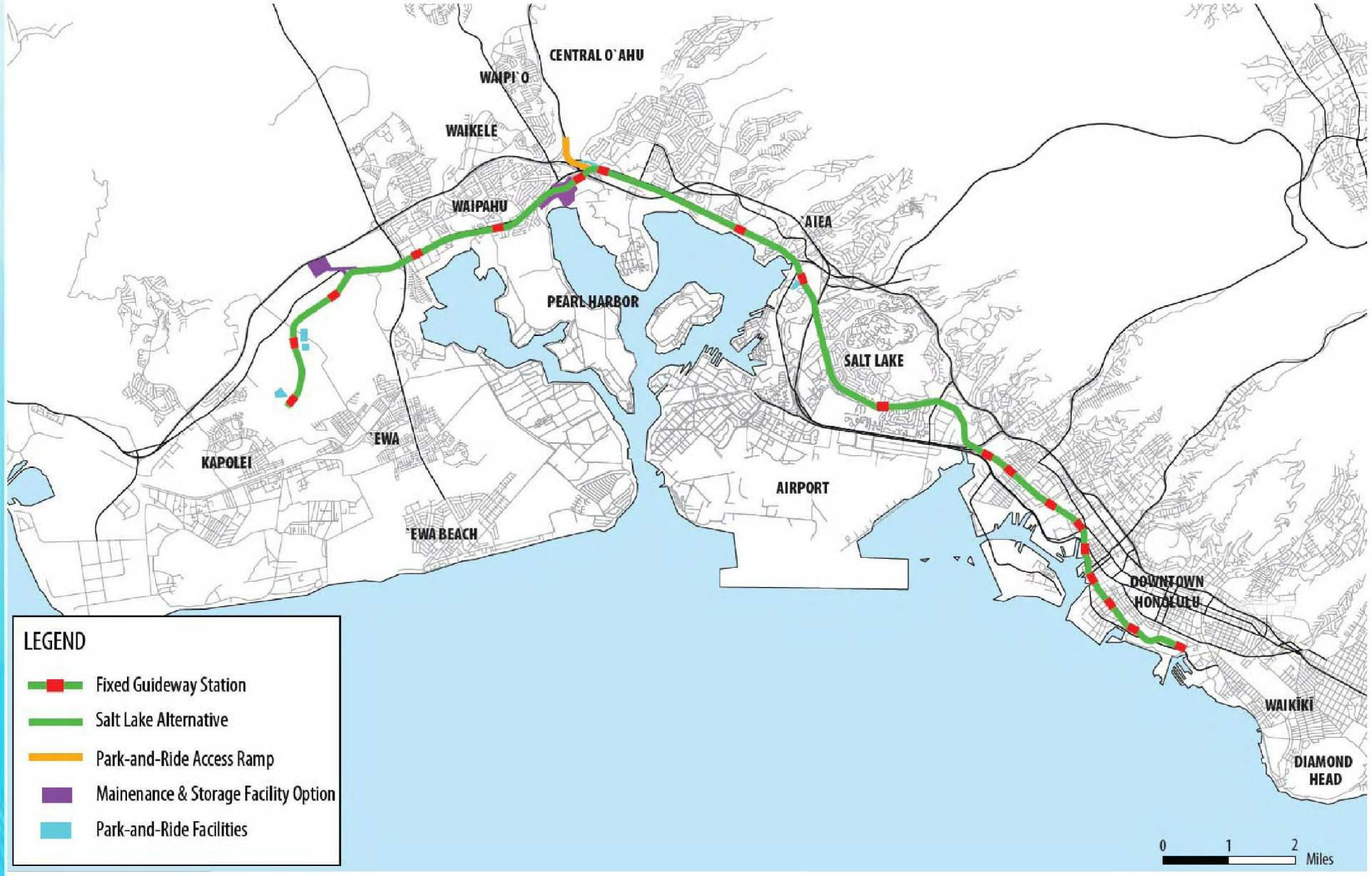
Grade-separated fixed guideway transit system between East Kapolei and Ala Moana Center

- Salt Lake Alternative
- Airport Alternative
- Airport & Salt Lake Alternative

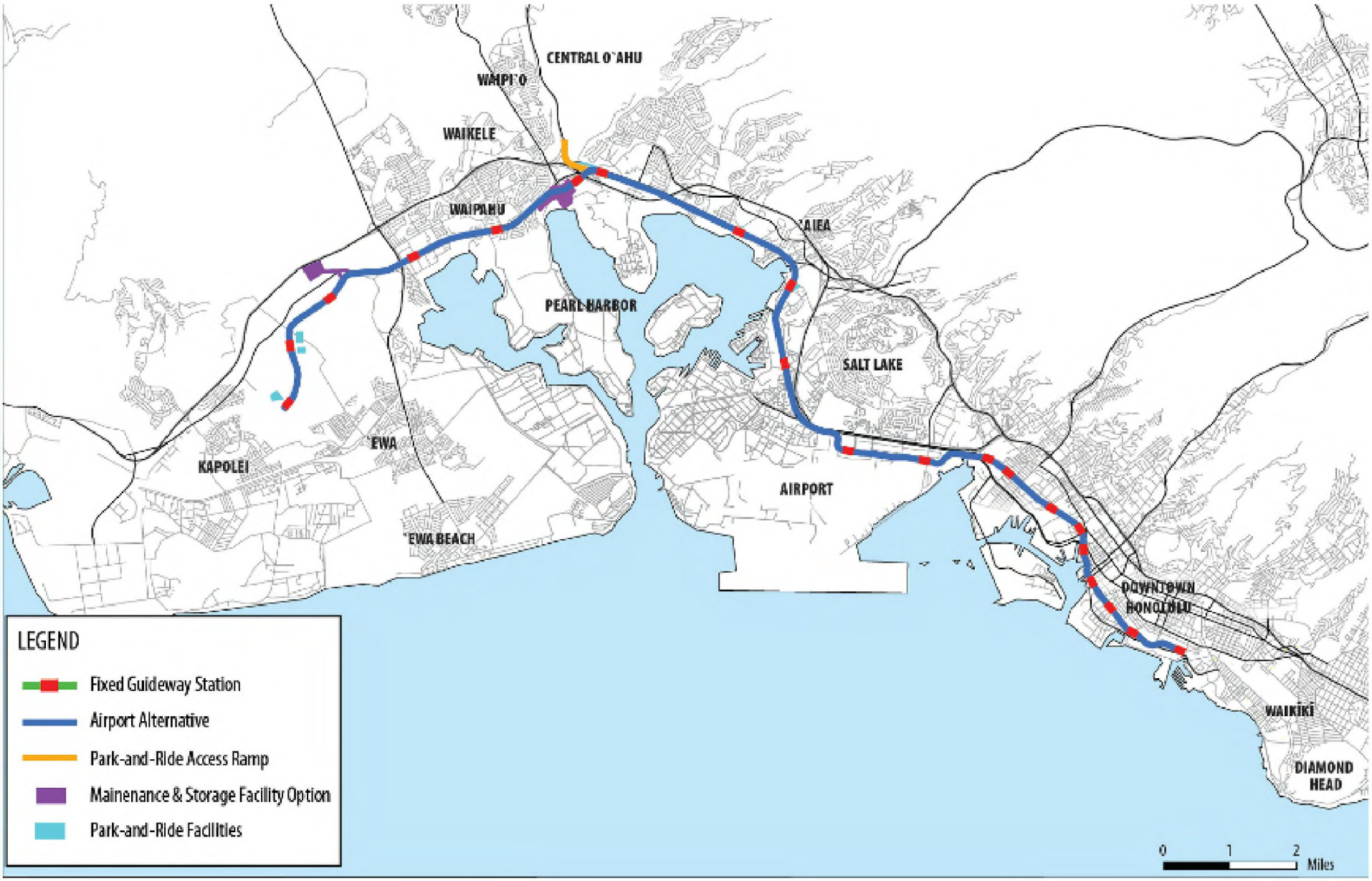
Build Alternatives range between 19 and 25 miles and 19 and 23 stations.

All Build Alternatives follow same alignment for the majority of the corridor.

Salt Lake Alternative (First Construction Project)



Airport Alternative



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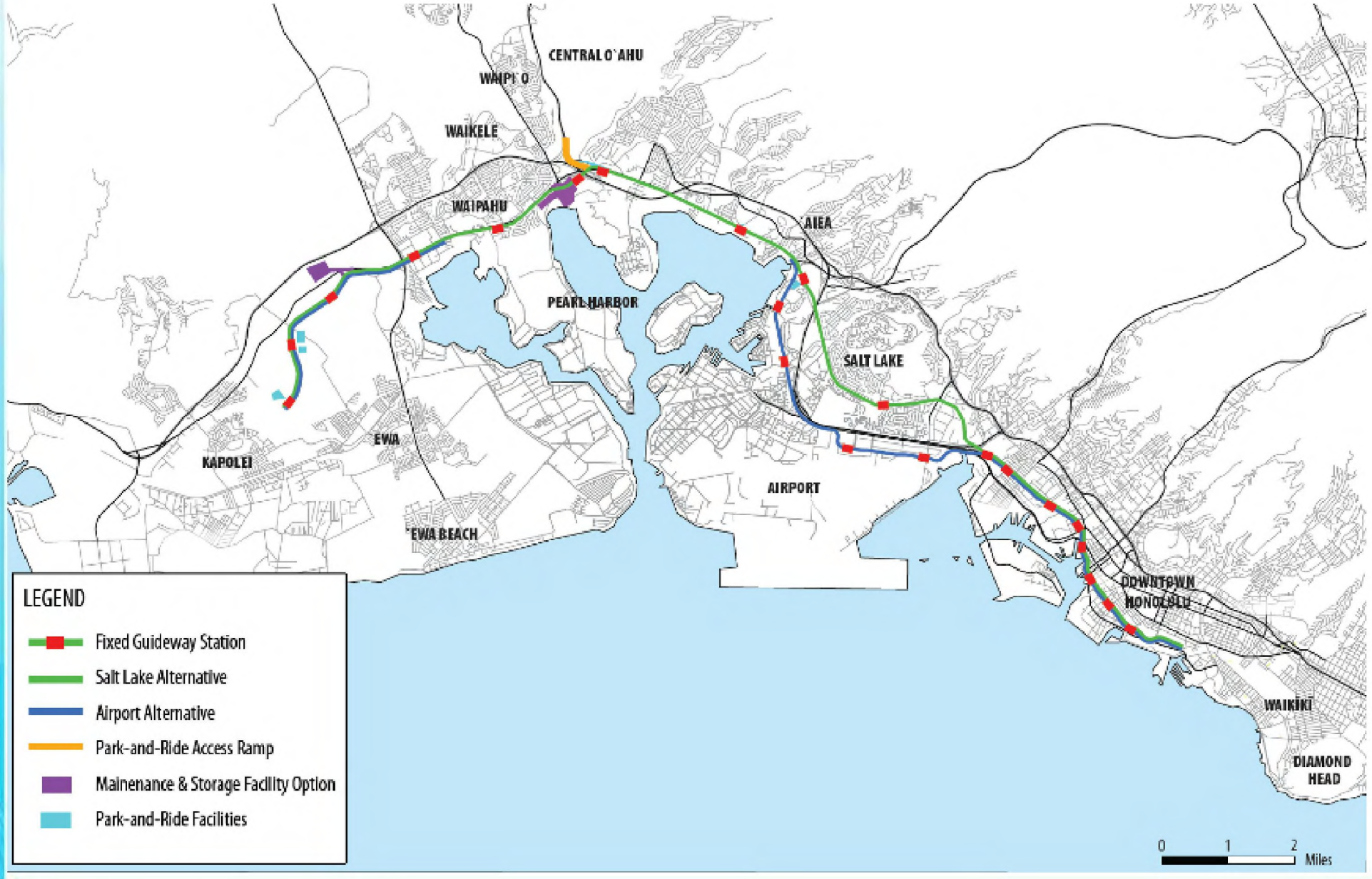
Airport & Salt Lake Alternative



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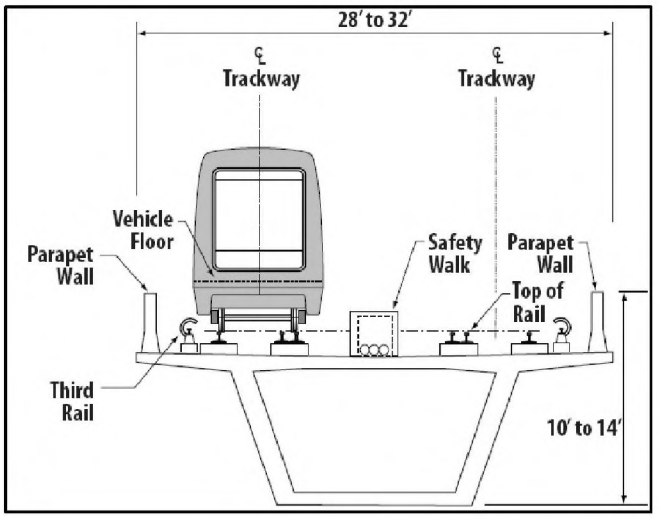
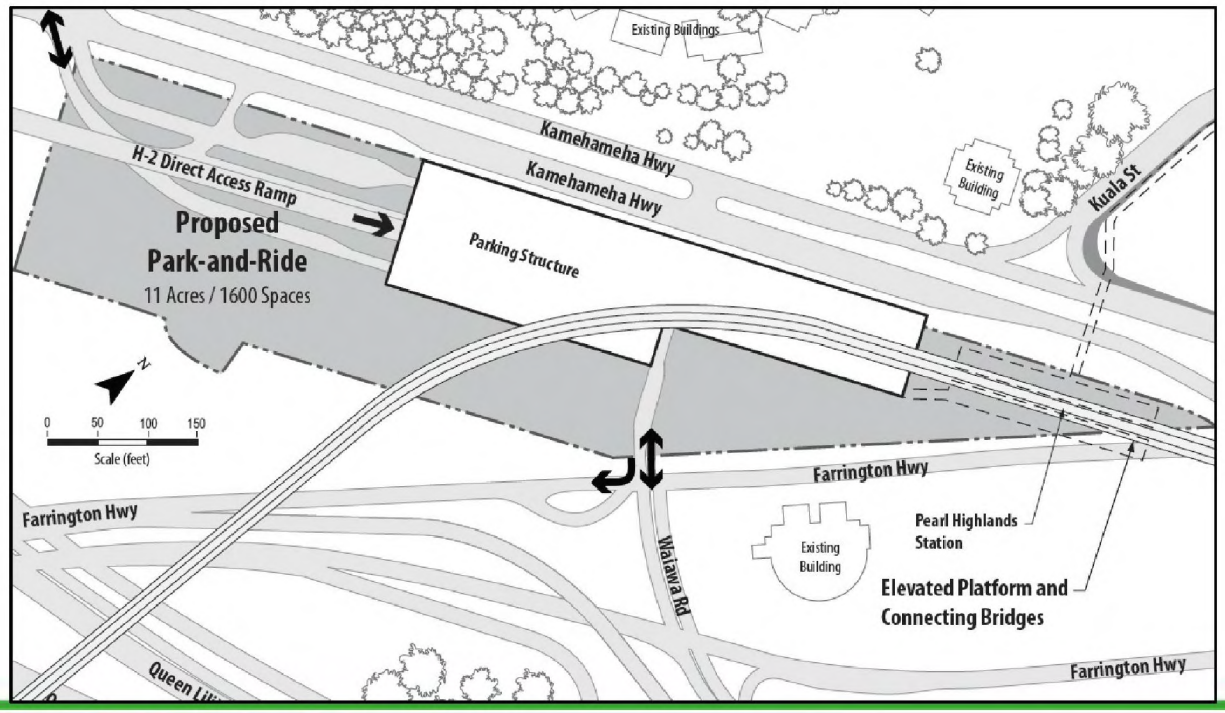
Features of Fixed Guideway Alternatives

- Operating Parameters
- Transit Technology
- Station Characteristics
- Bus System
- Park-and-Ride Lots
- Vehicle Maintenance and Storage Facility
- Traction Power Substations





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Chapter 3 Transportation

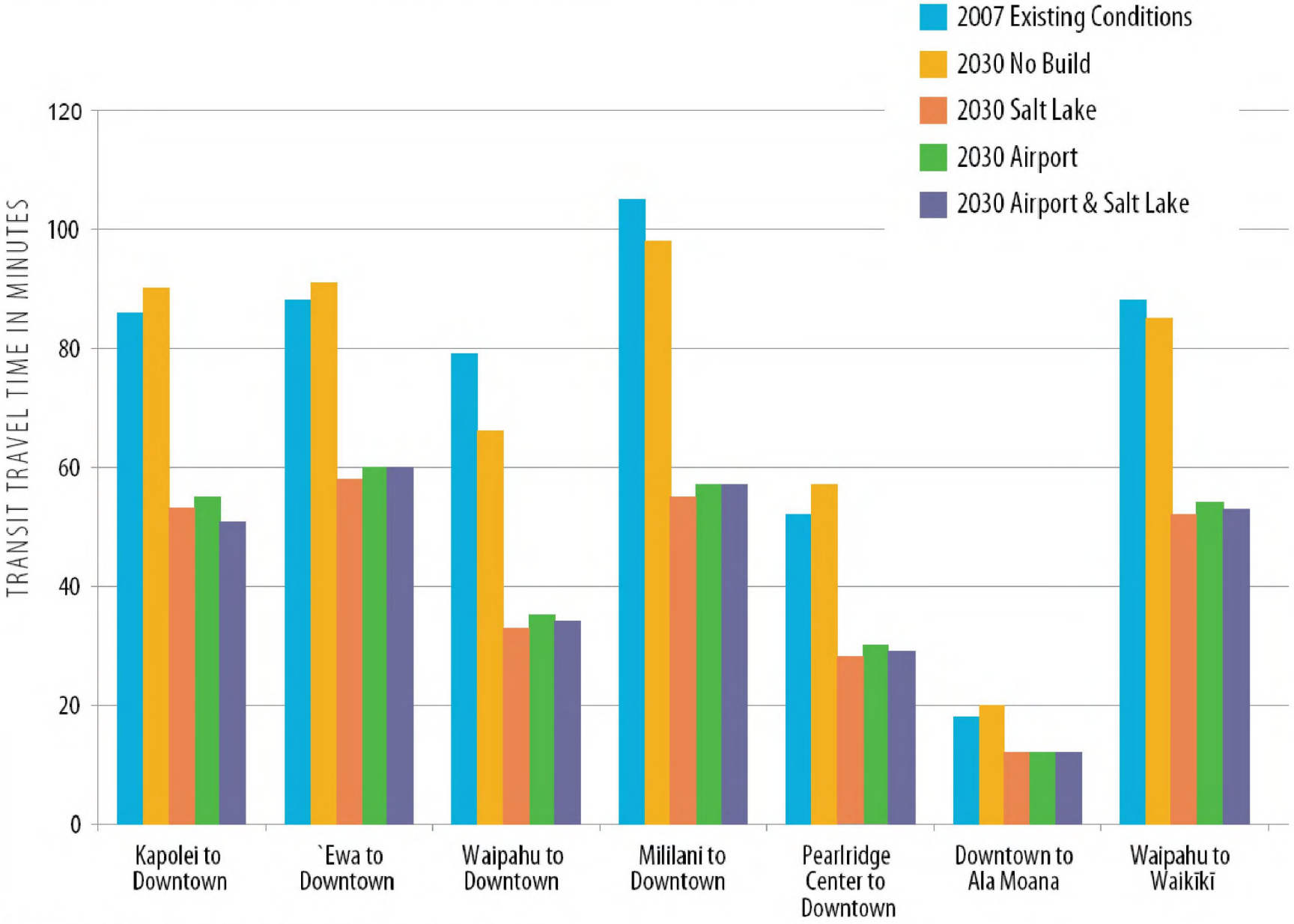
3.1 Methodology
3.2 Existing Conditions and Performance
3.3 Future Conditions and Effects: No Build Alternative
3.4 Future Conditions and Effects: Build Alternatives
    3.4.1 Future Travel Patterns
    3.4.2 Effects on Transit
    3.4.3 Effects on Streets and Highways
    3.4.4 Effects on Parking, Bicycle and Pedestrian Facilities, and Freight
    3.4.5 Mitigation of Long-term Transportation Effects
3.5 Construction-Related Effects on Transportation
3.6 Cumulative Transportation System Effects

Future Conditions and Effects: Highway

Alternative	Total			Percent Change from No Build		
	Daily VMT	Daily VHT	Daily VHD	Daily VMT	Daily VHT	Daily VHD
No Build	13,583,000	415,000	106,000	n/a	n/a	n/a
Salt Lake	13,096,000	385,000	84,000	-4%	-7%	-21%
Airport	13,086,000	385,000	82,000	-4%	-7%	-23%
Airport & Salt Lake	13,103,000	386,000	83,000	-4%	-7%	-22%

2030 VMT, VHT, VHD

Future Conditions and Effects: Transit



2030 A.M. Peak Transit Travel Times

Future Conditions and Effects: Transit

Alternative	Fixed Guideway Boardings	Total Transit Boardings	Total Transit Trips
2030 No Build	n/a	306,000	206,000
Salt Lake	88,000	449,000	247,000
% Change from No Build		*47%*	*20%*
Airport	95,000	450,000	249,000
% Change from No Build		*47%*	*21%*
Airport & Salt Lake	93,000	446,000	248,000
% Change from No Build		*45%*	*20%*

2030 Daily Boardings and Linked Trips

Key Transit Market	User Benefits (Estimated Number of Hours per Day Saved)
Work trips to Downtown	3,980
Visitor trips from Waikīkī	830
Other trips to Downtown	470
Work trips to Waikīkī	2,830
Work trips to Kalihi	1,570
School trips to UH/Mānoa	2,940
Work trips to Kaka`ako	1,490
Work trips to Mō`ili`ili	1,270
Work trips from `Ewa	2,850
Work trips from Kapolei	1,580
Work trips from Waipahu	1,820
Work trips from Mililani	1,370
Subtotal	23,000
Other	26,800
Total	49,800

2030 Daily User Benefits compared to No Build

Project Transportation Impacts

- Columns would affect several roadways, generally by reducing lanes to 11 feet in width
- Salt Lake Boulevard would be reduced from 3 lanes 'Ewa-bound to 2 in one area
- Access to Pearl Highlands Park-and-Ride could worsen delay at adjacent intersections
- Removal of 230 to 250 on-street parking spaces and 820 to 960 off-street (many are private)
- Several sidewalks would be reconstructed at 5 feet of width that currently range from 4 to 10 feet
- Bike lanes or shared roadway would be reconfigured in several locations

Mitigation:

- Intersection improvements near Pearl Highlands Park-and-Ride
- Parking management

Chapter 4 Environmental Analysis, Consequences, and Mitigation

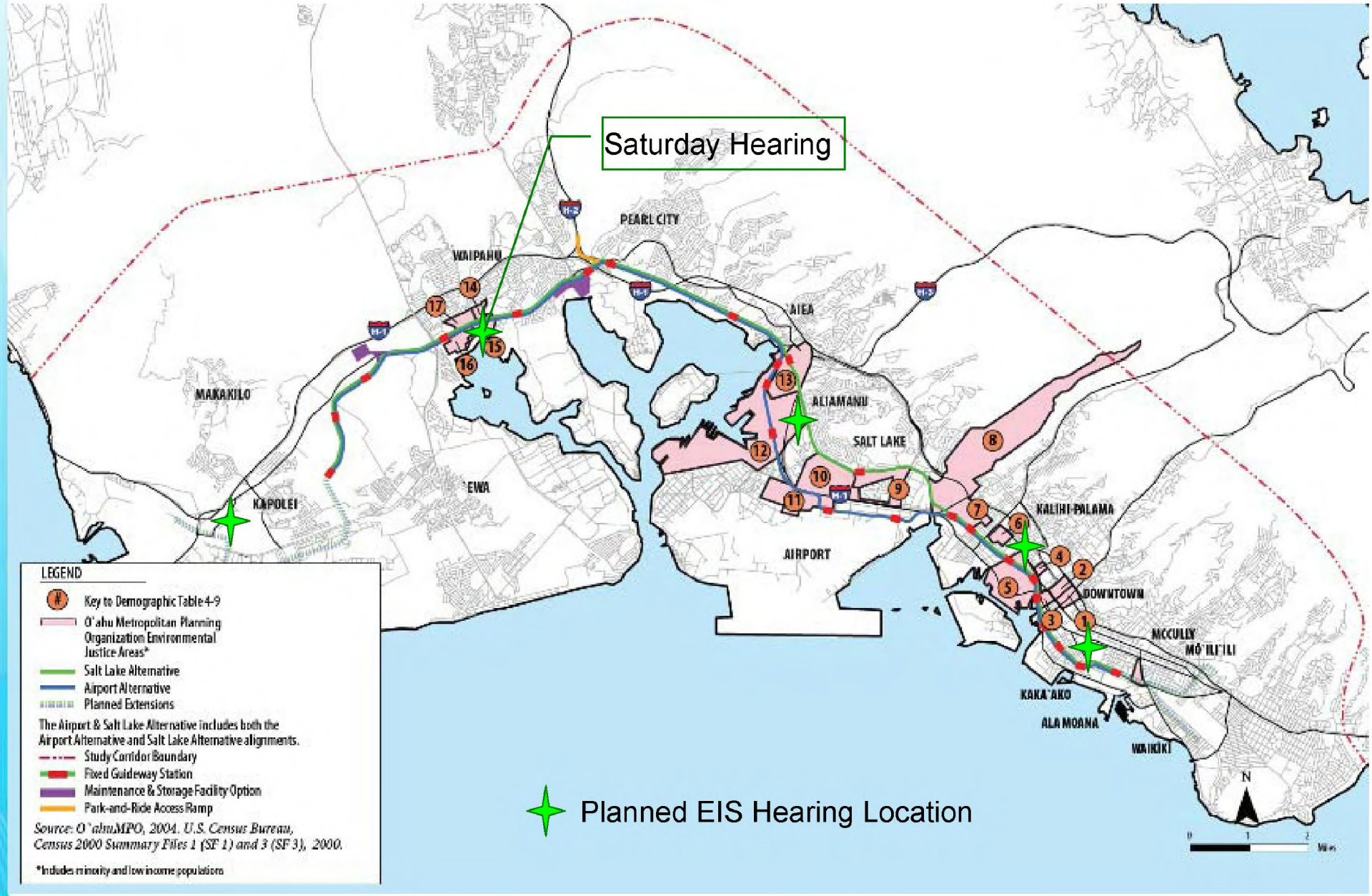
4.1 Land Use
4.2 Economic Activity
4.3 Acquisitions, Displacements, and Relocations
4.4 Community Services and Facilities
4.5 Neighborhoods
4.6 Environmental Justice
4.7 Visual and Aesthetic Conditions
4.8 Air Quality
4.9 Noise and Vibration
4.10 Energy and Electric and Magnetic Fields
4.11 Hazardous Waste and Materials
4.12 Ecosystems
4.13 Water
4.14 Street Trees
4.15 Archaeological, Cultural, and Historic Resources
4.16 Construction Phase Effects
4.17 Indirect and Cumulative Effects
4.18 Commitment of Resources*
4.19 Anticipated Permits and Approvals

*Hawaii Chapter 343 Requirement being added

Acquisitions, Displacements, and Relocations

Alternative	Parcel Acquisitions			Number of Displacements by Land Use		
	Total*	Partial	Full	Residential Units	Commercial & Industrial Businesses	Church
Salt Lake	198	163	35	20	62	1
Airport	187	153	34	20	65	1
Airport & Salt Lake	213	178	35	20	67	1

Environmental Justice



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Environmental Justice

No disproportionately high and adverse effects related to:

- Acquisitions and Displacements
- Community Cohesion
- Social and Community Facilities
- Visual
- Noise
- Air Quality
- Traffic
- Short-term Construction

Visual and Aesthetic Conditions

Visual and Aesthetic Conditions

Visual and Aesthetic Conditions

Visual and Aesthetic Conditions

Visual and Aesthetic Conditions

Visual and Aesthetic Conditions

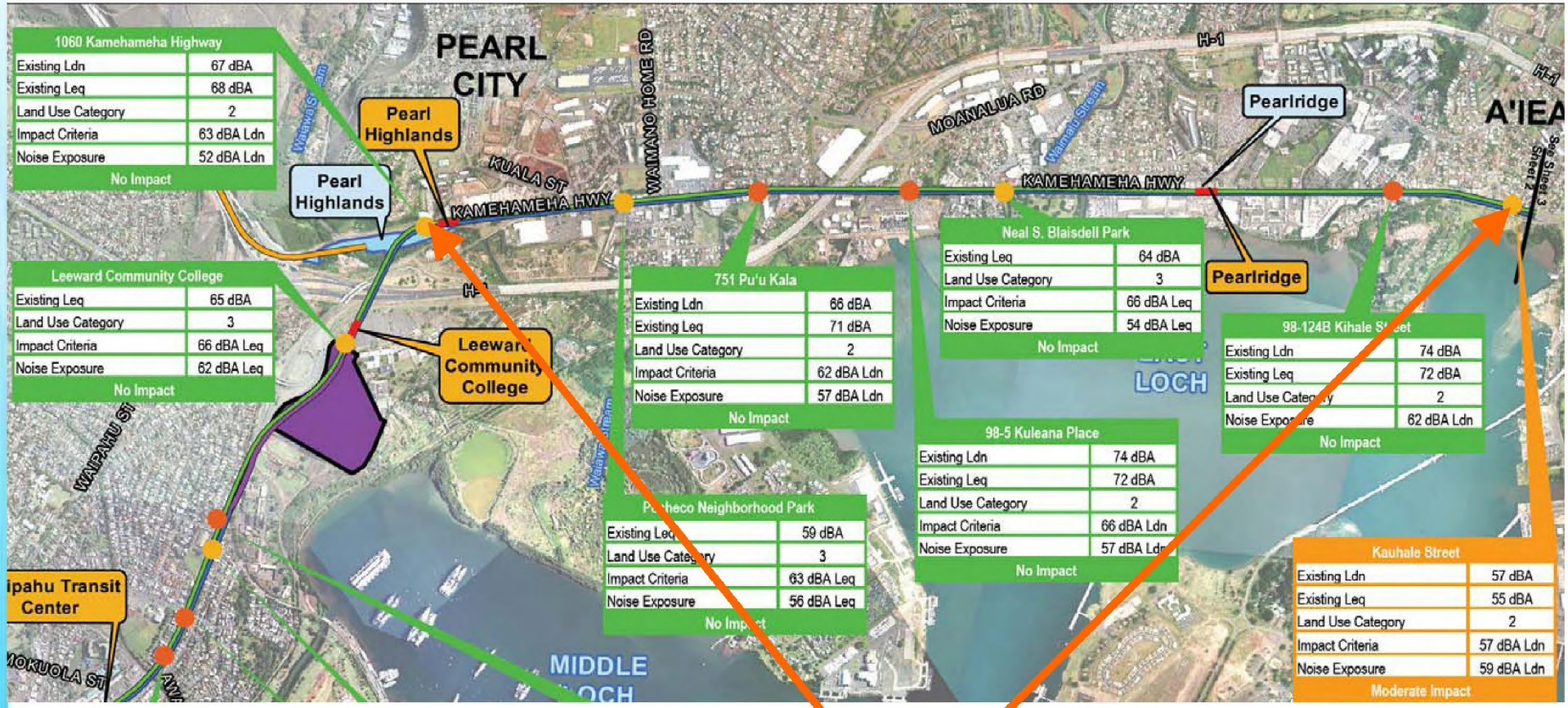
Visual and Aesthetic Conditions

Visual and Aesthetic Conditions

Visual and Aesthetic Conditions

Visual and Aesthetic Conditions

Noise and Vibration



High existing noise levels through corridor.

With parapet wall, two moderate noise impacts. One only at higher building floors.

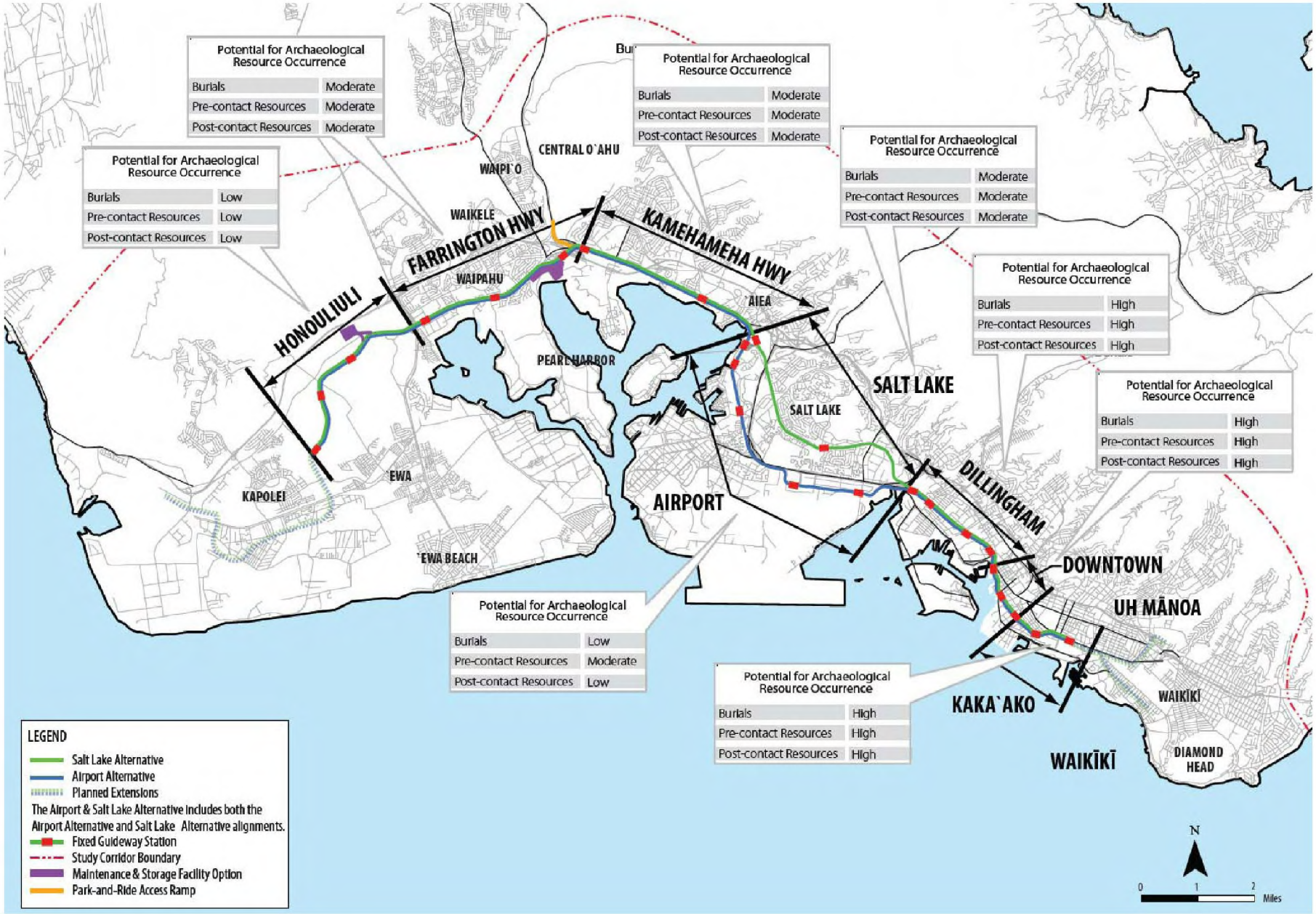
No vibration impacts.

Archaeological, Cultural, and Historic Resources

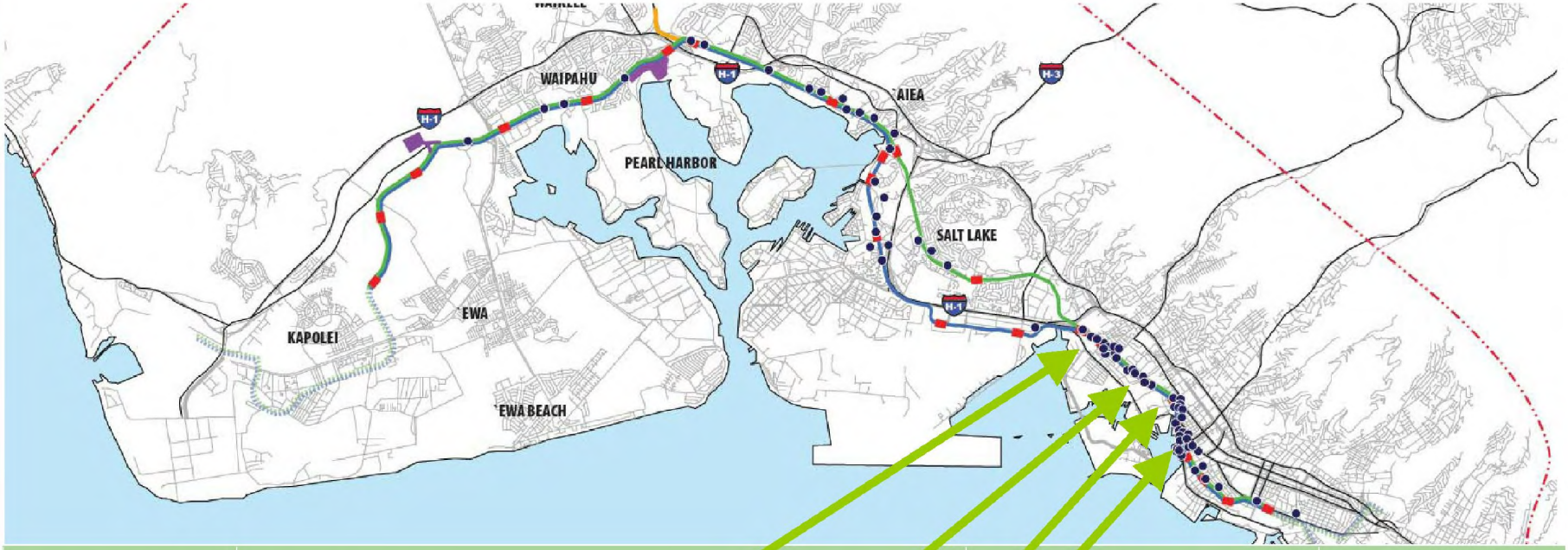
Coordination ongoing with Section 106 consulting parties:

- Historic Hawai‘i Foundation
- University of Hawai‘i Historic Preservation Certificate Program
- American Institute of Architects
- Hawai‘i Community Development Authority (Kaka‘ako)
- U.S. Navy, Naval Facilities Engineering Command, Hawai‘i
- Office of Hawaiian Affairs
- O‘ahu Island Burial Council
- Hui Malama I Na Kupuna O Hawai‘i Nei (Group Caring for the Ancestors of Hawai‘i)
- Royal Order of Kamehameha
- The Ahahui Ka‘ahumanu (civic club formed in 1864 to celebrate the life of Queen Ka‘ahumanu)
- The Hale O Na Ali‘i O Hawai‘i
- The Daughters and Sons of the Hawaiian Warriors
- Association of Hawaiian Civic Clubs—and 15 individual clubs

Archaeological Resources



Historical Resources



Tax Map Key	Resource Name	Description of Effect	Section 106 Determination
Common to All Build Alternatives			
12009017	Afuso House	Full take, including building	Adverse Effect
12009017	Higa Duplex	Full take, including building	Adverse Effect
12009018	Teixeira House	Full take, including building	Adverse Effect
15029060	Boulevard Saimin Restaurant	Minor parcel take (0.01 acre), close to building	Adverse Effect
None	True Kamani Trees on Dillingham Boulevard	Removal of approx 24 trees along Dillingham Boulevard	Adverse Effect
21014003	Dillingham Transportation Building	Minor parcel take (0.06 acre), very close to building	Adverse Effect

Section 106 Consultation Status

APE conveyed to SHPD December 26, 2007

Eligibility determination request being sent to SHPD this week

Archaeological, Cultural, and Historical resource reports being sent to all Section 106 consulting parties this week

All consulting parties have been contacted for briefings and information gathering. These have either occurred, are scheduled, or have been requested of all parties.

Oahu Island Burial Council is very active, the Project is now a monthly agenda topic at their meetings.

Construction Phase Effects

- Land Use and Economic Activity
- Communities and Neighborhoods
- Visual and Aesthetic Conditions
- Air Quality
- Noise and Vibration
- Energy
- Natural Resources
- Contaminated Media, Stormwater, and Solid Waste
- Archaeological, Cultural, and Historic Resources
- Relationship between Short-term Uses of the Environment and Long-term Productivity*

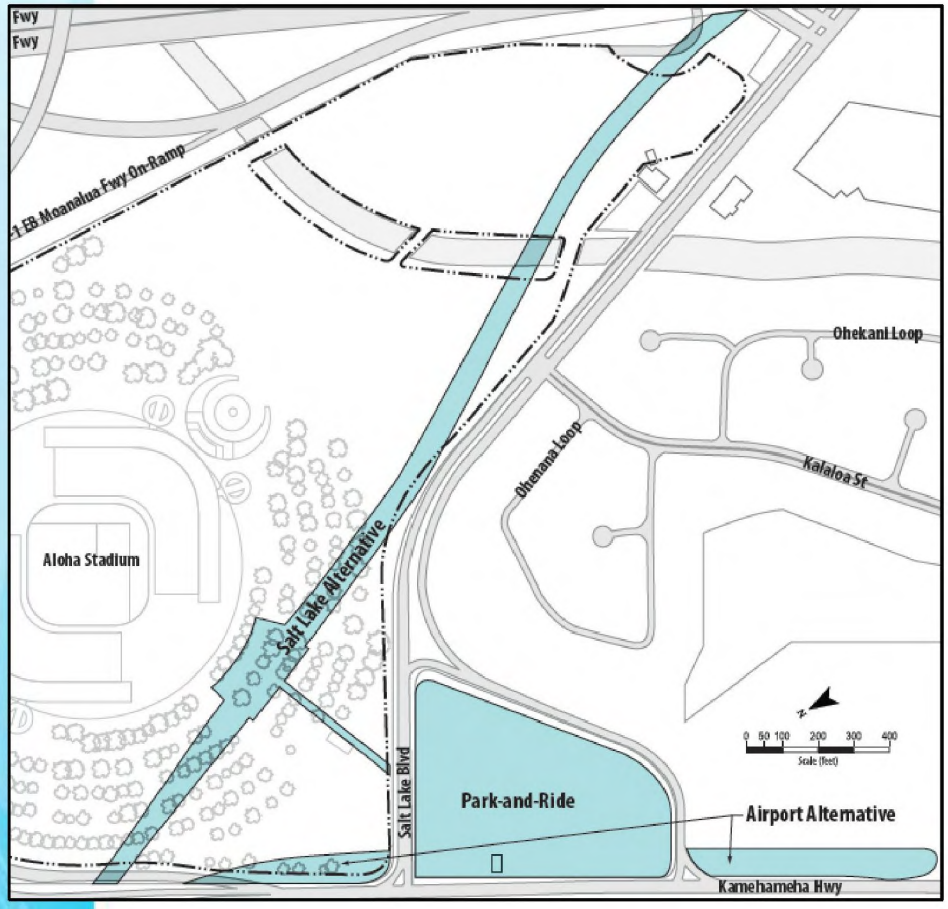
*Hawaii Chapter 343 Requirement being added

Chapter 5 Section 4(f) Evaluation

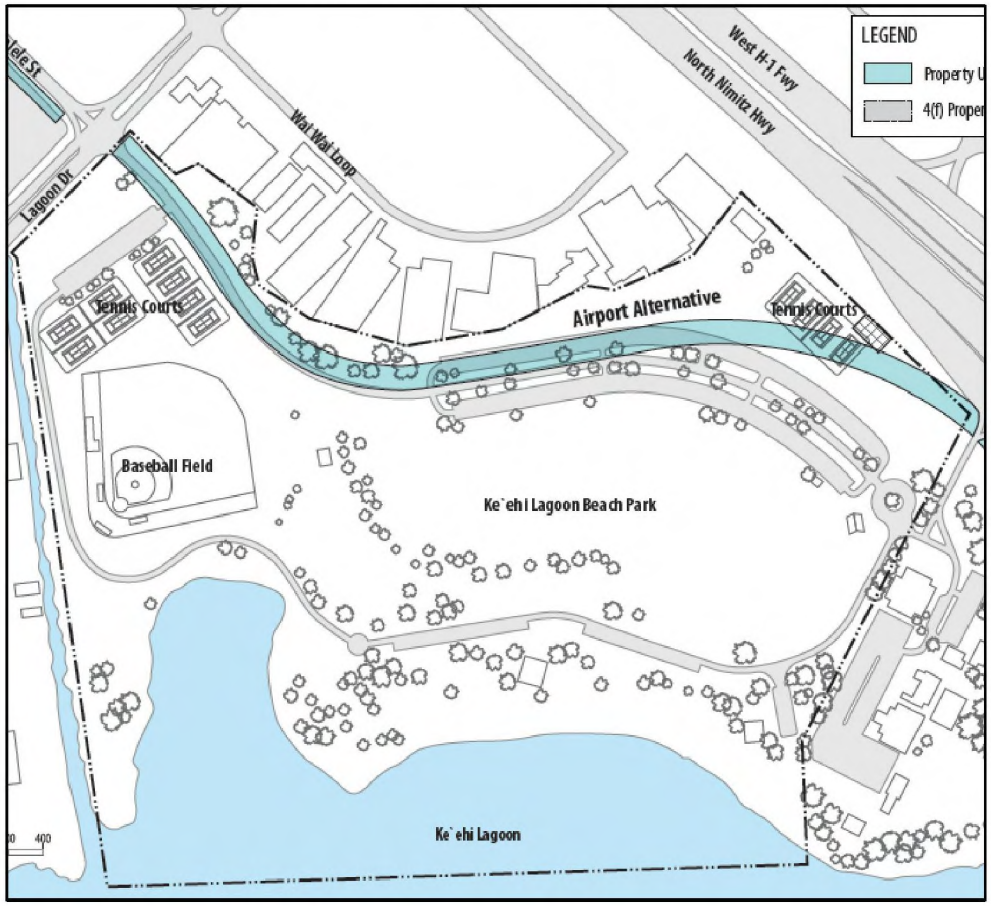
5.1 Introduction
5.2 Description of the Project
5.3 Description of Section 4(f) Properties
5.4 Direct Use of Section 4(f) Properties
    5.4.1 Park and Recreational Resources
    5.4.2 Historic Sites
5.5 Constructive Use of Section 4(f) Properties
5.6 Temporary Use or Occupancy of Section 4(f) Properties
5.7 Determination of Section 4(f) Use
5.8 Mitigation

Park and Recreational Resources

Aloha Stadium



Ke‘ehi Lagoon Park



De minimis findings in consultation with park owners. Concurrence not yet in writing.

Historic Resources

Six resources with a proposed *Adverse Effect* Section 106 Determination. (Section 4(f) Use).

Afuso House	Boulevard Saimin
Higa Duplex	True Kamani Street Trees
Teixeira House	Dillingham Transportation Building

49 resources with a proposed *No Adverse Effect* Section 106 Determination.

4 would have minor right-of-way need (*de minimis* use)

45 would have no direct effect on the resource (no use)

For each resource with a use, the significance of the resource, application of Section 4(f), coordination undertaken, avoidance alternative evaluation, and measures to minimize harm are presented.

Chapter 6 Cost and Financial Analysis

Capital Costs

Cost Categories	Salt Lake Alternative		Airport Alternative		Airport & Salt Lake Alternative	
	2007 $M	YOE $M	2007 $M	YOE $M	2007 $M	YOE $M
Guideway construction	$1,239	$1,522	$1,300	$1,547	$1,633	$1,961
Station construction	255	328	297	359	325	396
Yard, shops, and support facilities	120	137	120	138	120	138
Site work and special conditions	668	781	664	763	732	849
Systems	239	307	272	341	329	417
Right-of-way	137	159	150	174	157	183
Vehicles	266	330	275	333	275	333
Professional services	756	937	795	972	941	1,129
Unallocated contingency	221	270	232	278	271	324
Total Cost Excluding Finance Charges	**$3,901**	**$4,772**	**$4,105**	**$4,903**	**$4,783**	**$5,729**
Finance charges	360	484	373	499	530	716
Total Cost	**$4,261**	**$5,256**	**$4,478**	**$5,402**	**$5,314**	**$6,445**
Project cost (construction, vehicles, right-of-way, soft costs)	$3,083	$3,771	$3,246	$3,877	$3,789	$4,538
Contingency	818	1,001	859	1,026	994	1,191
Total Cost Excluding Finance Charges	**$3,901**	**$4,772**	**$4,105**	**$4,903**	**$4,783**	**$5,729**

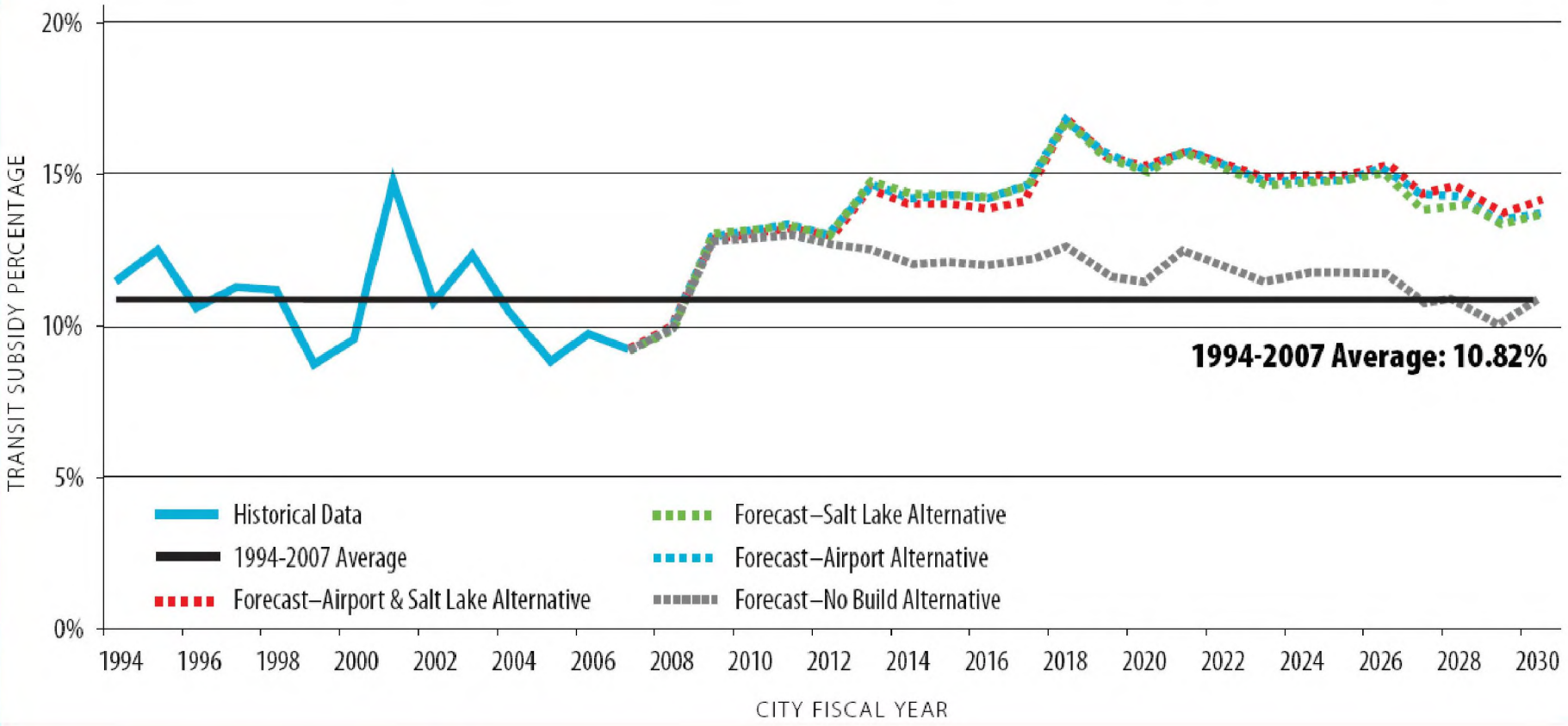
Capital Funding Sources for Build Alternatives

	Salt Lake Alternative (YOE $M)	Airport Alternative (YOE $M)	Airport and Salt Lake Alternative (YOE $M)
GET and New Starts (PAYGO Only)	$2,574	$2,637	$1,033
GO bond proceeds	$2,244	$2,289	$3,653
Project Sources	**$4,818**	**$4,926**	**$4,686**
Project capital cost (excluding finance charges)	$4,772	$4,903	$5,729
Issurance cost on GO bonds	$22	$23	$37
Project Uses	**$4,794**	**$4,926**	**$5,766**
Surplus/(Shortfall)	$24	$0	($1,080)

Federal New Starts Share
Salt Lake Alternative - $1.2 billion YOE
Airport Alternative - $1.4 billion YOE
Airport & Salt Lake Alternative - $1.4 billion YOE

Operating and Maintenance Costs (Millions $YOE)

Alternative	TheBus	Fixed Guideway	TheHandi-Van	Total	Difference from No Build
No Build	$360		$48	$408	
Salt Lake	$345	$123	$48	$516	+ $108
Airport	$341	$128	$48	$518	+ $110
Airport & Salt Lake	$339	$129	$48	$516	+ $108



Chapter 7 Evaluation of Alternatives

7.1 Effectiveness in Meeting Project Purpose and Need
- 7.1.1 Improve Corridor Mobility
- 7.1.2 Improve Corridor Travel Reliability
- 7.1.3 Improve Access to Planned Development to Support City Policy to Develop a Second Urban Center
- 7.1.4 Improve Transportation Equity

7.2 Transportation and Environmental Consequences

7.3 Cost-effectiveness

7.4 Financial Feasibility

7.5 Important Trade-offs

Improved Corridor Mobility and Reliability

Objective	2007 Existing Conditions	Alternative			
		2030 No Build	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
Transit Travel Time (minutes)					
Wai`anae to UH Mānoa	128 minutes	121 minutes (1 transfer)	91 minutes (2 transfers)	93 minutes (2 transfers)	92 minutes (2 transfers)
Kapolei to Ala Moana Center	101 minutes	105 minutes	57 minutes	59 minutes	58 minutes
Transit Performance					
Transit ridership (daily linked trips)	178,400	225,500	270,300	272,800	271,900
Transit user benefits (hours per year)	n/a	n/a	15,239,000	16,081,000	15,704,000
Highway Performance					
Daily islandwide VMT	11,581,000	13,580,000	13,097,000	13,086,000	13,104,000
Daily islandwide VHT	334,000	415,000	386,000	385,000	385,000
Daily islandwide VHD	74,000	107,000	85,000	84,000	83,000

Objective	2007 Existing Conditions	Alternative			
		2030 No Build	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
Percent of transit trips carried on fixed guideway	0%	0%	31%	33%	32%
Percent of transit passenger miles in exclusive right-of-way	3%	4%	63%	65%	64%

Supporting Planned Development and Project Equity

Objective	Alternative			
	2030 No Build	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
Development within station area compared to existing amount of development				
Growth in Population 2007 to 2030	n/a	59,580	59,720	59,640
Growth in Employment 2007 to 2030	n/a	26,440	27,070	27,600

Effect on Transit Travel Time	Percent of Islandwide Population		
	Within Communities of Concern	Outside Communities of Concern	Total
Travel-time savings compared to the No Build Alternative	23%	42%	65%
Negligible travel-time change compared to the No Build Alternative	12%	21%	33%
Travel-time increase compared to the No Build Alternative	0%	2%	2%
Total	35%	65%	100%

Cost-effectiveness and Financial Feasibility

Measure	Alternative		
	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
Cost-effectiveness ratio (dollars per hour)	$19.28	$19.37	$23.01

Alternative	2030 No Build	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
Other City revenues required for capital (million year-of-expenditure dollars)	n/a	$0 ($24 surplus)	$0	$1,080
Average percentage of City General and Highway Funds needed for operations and maintenance	12%	14%	14%	14%

Trade-offs

All Build Alternatives have similar global benefits:

- The Salt Lake Alternative would be least expensive and would serve 88,000 daily passengers.
- The Airport Alternative would be more expensive and would serve 95,000 daily passengers.
- The Airport & Salt Lake Alternative would be most expensive and would serve 92,000 daily passengers.

The trips receiving the greatest benefits vary between alternative.

	Alternative			
Travel Origin and Destination	2030 No Build	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
From `Ewa to Pearl Harbor	99	62	48	50
From `Ewa to Salt Lake	109	53	63	55
From Salt Lake to Downtown	41	26	32	27
From `Ewa to Airport	115	65	51	53
From Airport to Downtown	43	38	21	22

Chapter 8 Comments and Coordination

8.1 Public and Community Outreach
8.2 Community Outreach during the Alternatives Analysis Phase
8.3 Community Outreach during the Project's Preliminary Engineering/EIS Phase
8.4 Public Hearings
8.5 Accommodations for Minority, Low-Income, and Persons with Disabilities

Public Hearings

Five hearings tentatively scheduled November 12 through 19

Four evening hearings.

One Saturday morning hearing for individuals that cannot attend weekday evening hearings.

Proposed format:

- Three hours
- Looping project/EIS summary DVD at entry
- Continuous question and answer project information stations in one room
- Individual court reporter and paper comment stations
- Room with public comment microphone with agency staff and a court reporter to receive spoken comments. Chairs for public to listen to comments and three-minute time limit for comments.

NEPA Coordination

Per SAFETEA-LU Section 6002 Coordination Plan:

Cooperating Agencies

(Sent Administrative Draft EIS on August 11)

- Provided 30 days for comment or questions
- Individual briefings offered to agencies:
  - U.S. Department of Defense (U.S. Army Corps of Engineers)
  - U.S. Department of Defense (U.S. Army Garrison-Hawaii)
  - U.S. Department of Homeland Security (U.S. Coast Guard – 14th Coast Guard District)
  - U.S. Department of Transportation, Federal Highway Administration
  - State of Hawai'i, Department of Transportation

Participating Agencies

- Sent Technical Reports relevant to agency on August 12
- Provided Chapters 1 and 2 of Administrative Draft EIS
- Individual briefings offered to agencies

Draft EIS Schedule

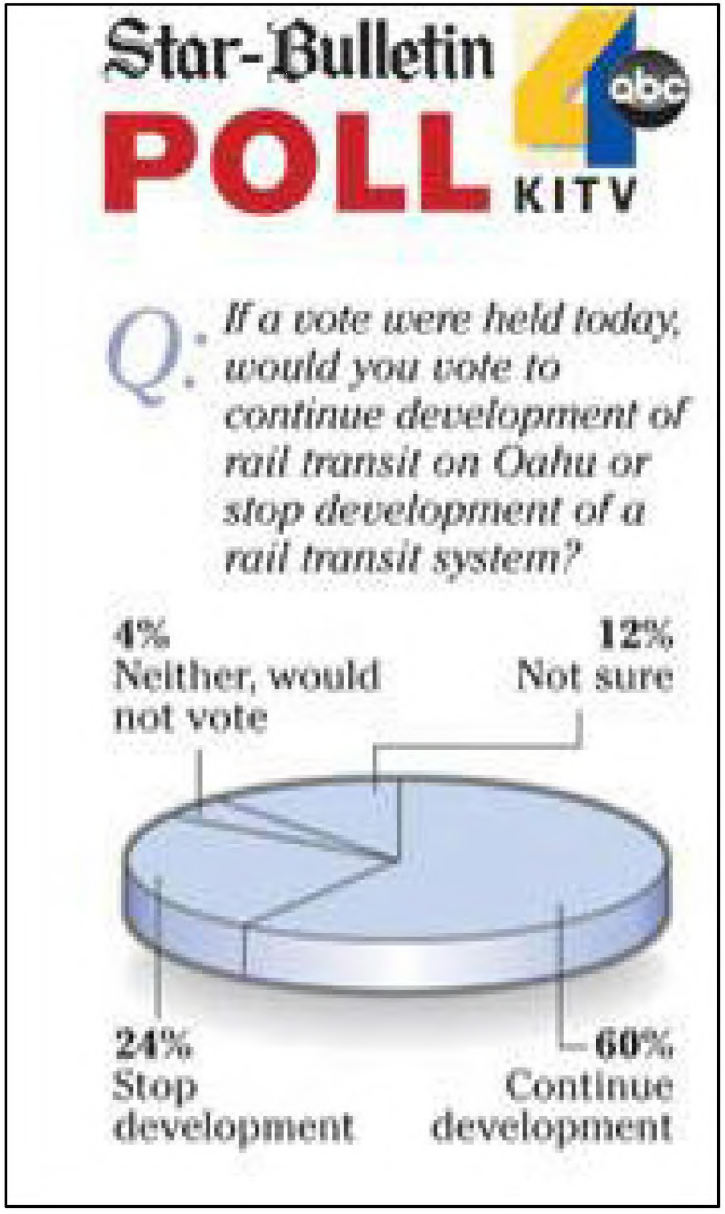
Early September (3rd or 4th)	Potential meeting to hear comments from FTA
September 10	Input from Cooperating and Participating Agencies due
September 15	Receipt of FTA comments Anticipated SHPD eligibility determination
October 1	Coordination with all Section 106 consulting parties anticipated
October 24	NOA and release of DEIS
November 12 – 19	Public Hearings
December 8	End 45 day comment period

Project Update

August 12, 2008

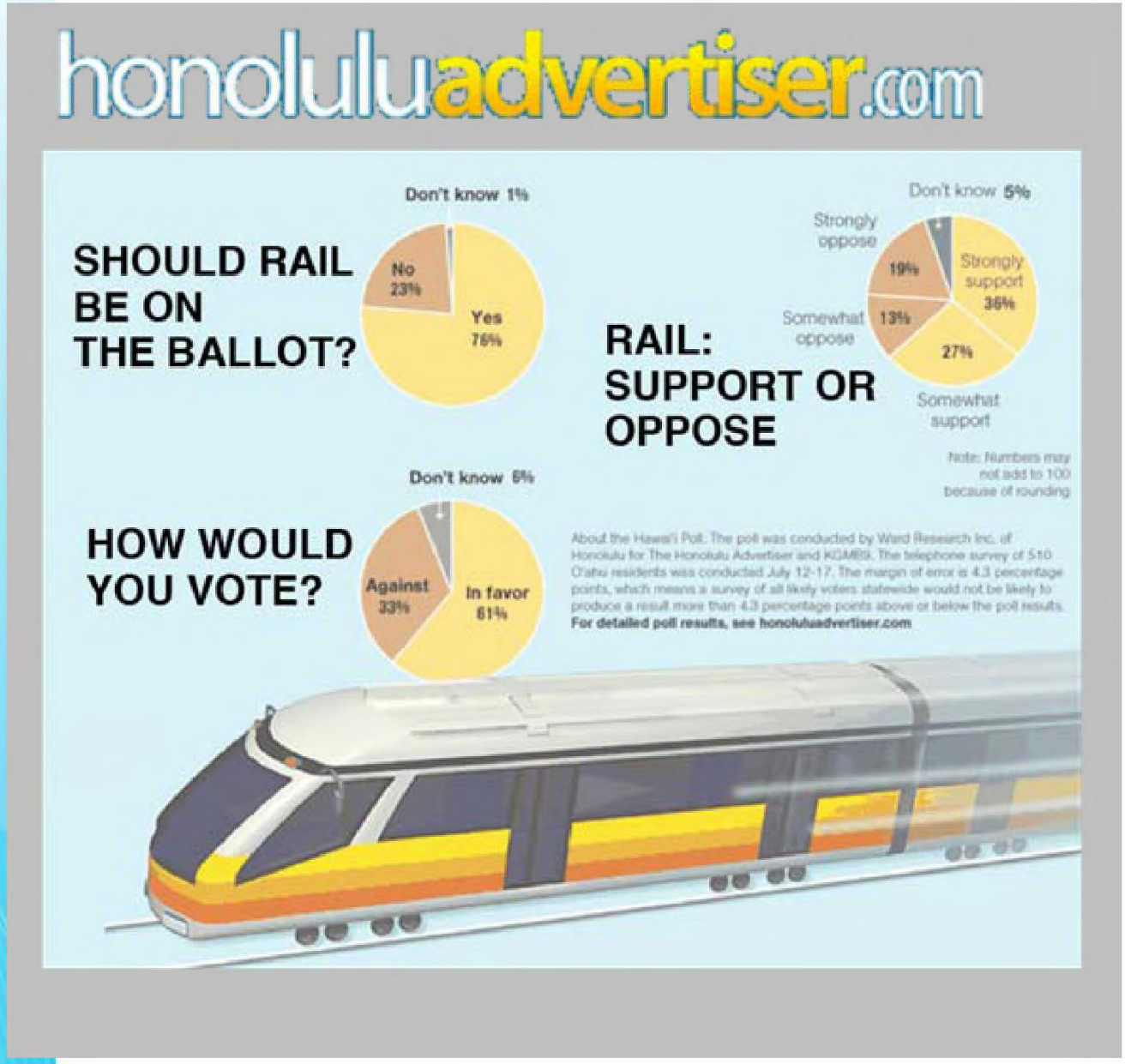
Project Update

- Technology Selection
- Referendum/Transit Authority
- Construction Workshop
- System Workshop
- Crime Prevention Through Environmental Design
- Station Area Interface Workshop
- Interagency Coordination
- FTA meeting July 10, 2008



"A new KITV/ Honolulu Star-Bulletin poll shows more than twice as many Oahu residents support building a rail transit system compared to those who want to stop the rail project."

--KITV-4, July 27, 2008



"In the first major public opinion poll on Honolulu's planned $3.7 billion rail system, an overwhelming majority of residents said they favor putting the issue on the November ballot and would vote for building it."

--Honolulu Advertiser, July 27, 2008

Project Update

- Technology Selection
- Referendum/Transit Authority
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Procurement Methods Project Delivery Schedule

August 12, 2008

Procurement Methods / Project Delivery / Schedule

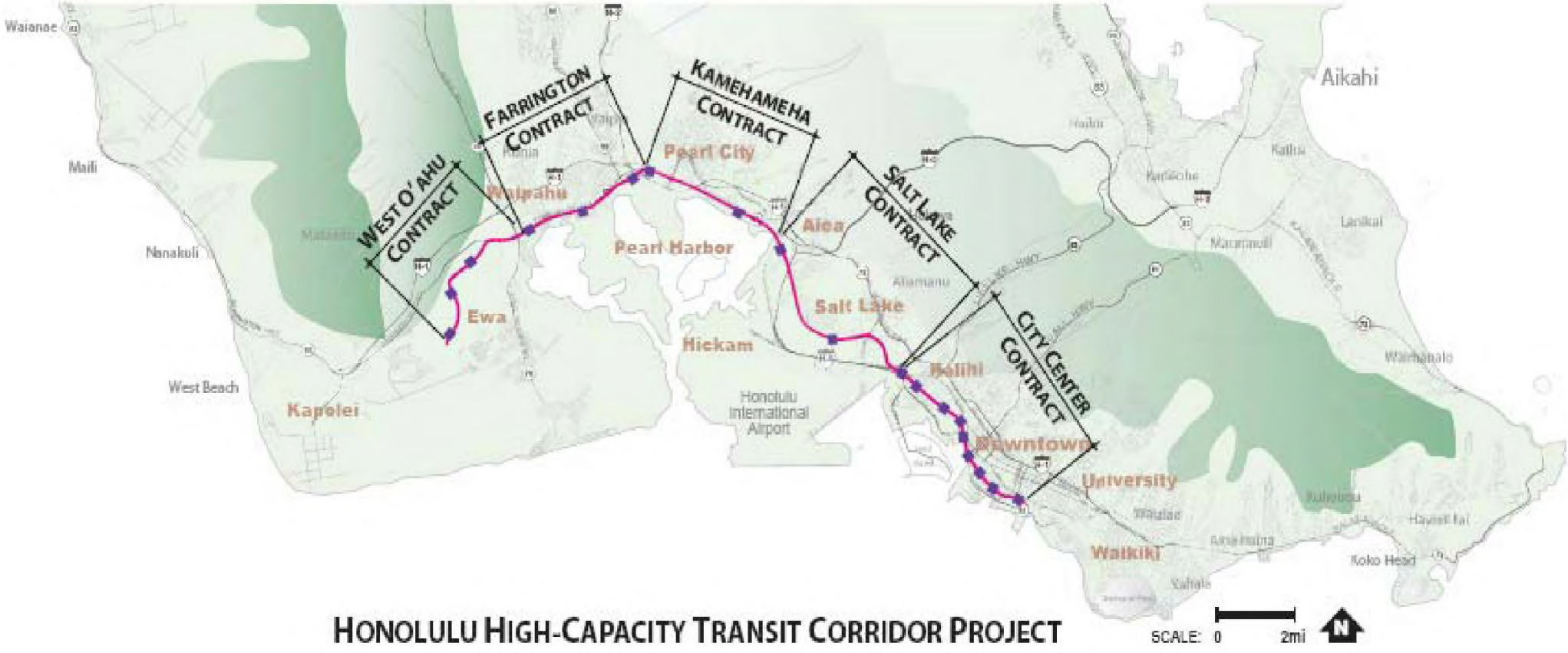
- Procurement Packaging
- Construction Segments
- Primavera Schedule
- Linear Schedule
- Procurement Schedule

Procurement Packaging

- Design-Build Contracts
  - Initial Line Segments (Best Value)
  - Yard and Shop Facility (Best Value)
- Design-Bid-Build
  - Stations (Bid)
  - Future Line Segments (Bid)
- Professional Services
  - General Construction Manager (QBS)
  - Final Designers (QBS)
- Systems Supply and Installation
  - Traction Power and Cable (Bid)
  - Train Control and Communications Equipment (Best Value)
  - Revenue Vehicle (Best Value)
- Owner Furnished Materials
  - Elevators and Escalators (Bid)
  - Fare Equipment (Bid)
  - Miscellaneous (Bids)

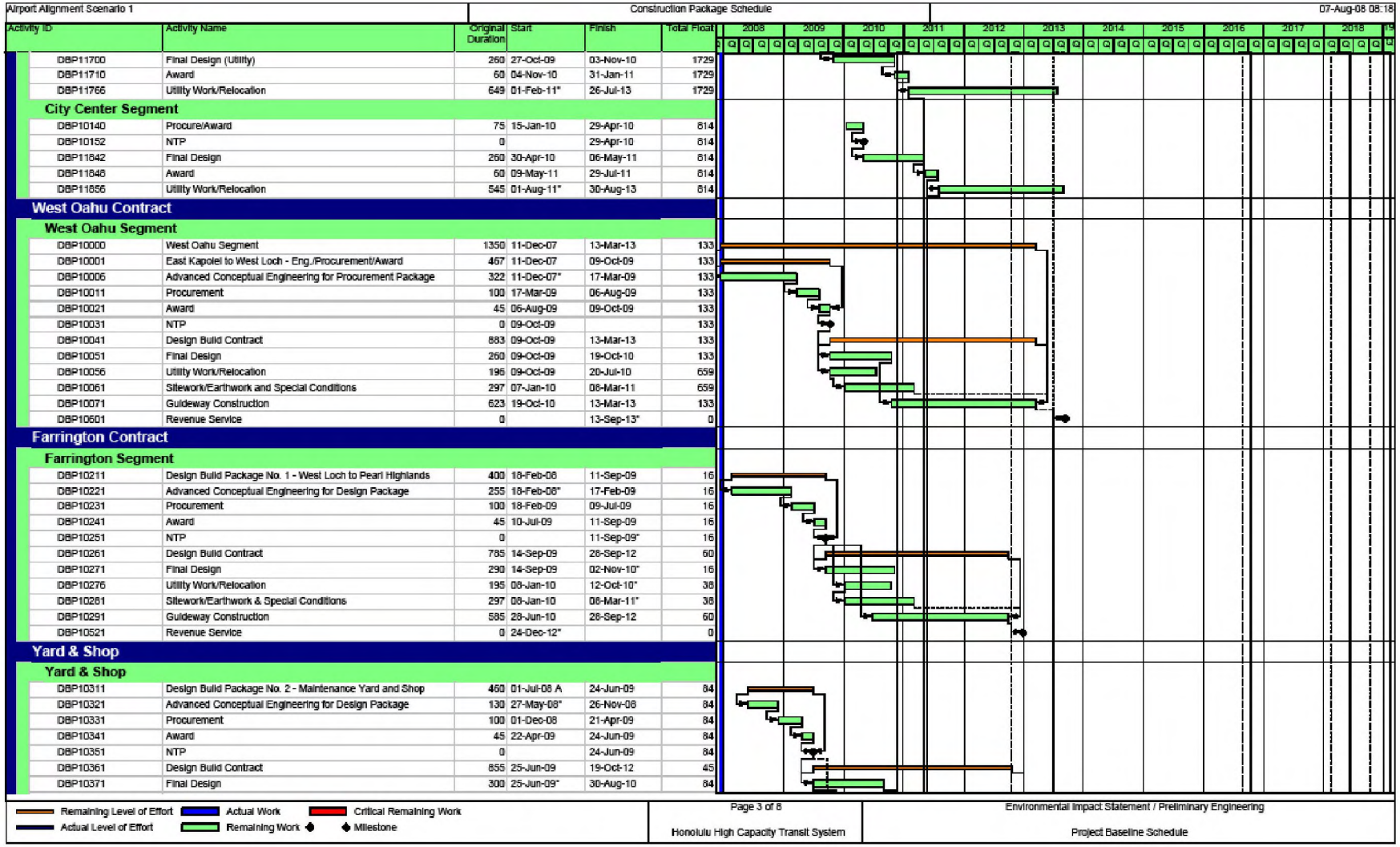
As of 6/12/08 subject to change.

Construction Segments



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Primavera Schedule



Airport Alignment Scenario 1 — Construction Package Schedule — 07-Aug-08 08:18

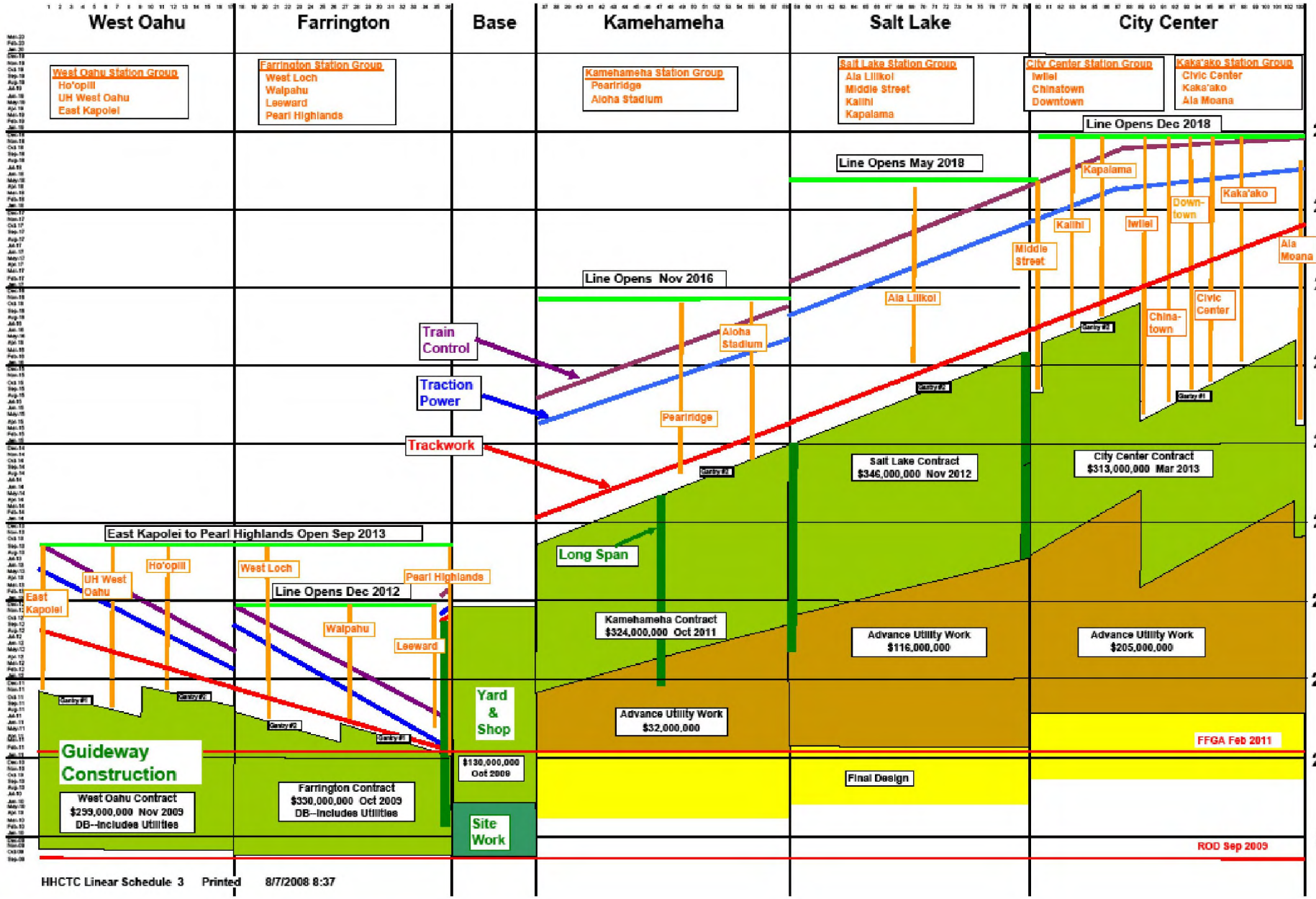
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
DBP11700	Final Design (Utility)	260	27-Oct-09	03-Nov-10	1729
DBP11710	Award	60	04-Nov-10	31-Jan-11	1729
DBP11766	Utility Work/Relocation	649	01-Feb-11*	26-Jul-13	1729
City Center Segment					
DBP10140	Procure/Award	75	15-Jan-10	29-Apr-10	814
DBP10152	NTP	0		29-Apr-10	814
DBP11842	Final Design	260	30-Apr-10	06-May-11	814
DBP11846	Award	60	09-May-11	29-Jul-11	814
DBP11856	Utility Work/Relocation	545	01-Aug-11*	30-Aug-13	814
West Oahu Contract					
West Oahu Segment					
DBP10000	West Oahu Segment	1350	11-Dec-07	13-Mar-13	133
DBP10001	East Kapolei to West Loch - Eng./Procurement/Award	467	11-Dec-07	09-Oct-09	133
DBP10006	Advanced Conceptual Engineering for Procurement Package	322	11-Dec-07*	17-Mar-09	133
DBP10011	Procurement	100	17-Mar-09	06-Aug-09	133
DBP10021	Award	45	06-Aug-09	09-Oct-09	133
DBP10031	NTP	0	09-Oct-09		133
DBP10041	Design Build Contract	883	09-Oct-09	13-Mar-13	133
DBP10051	Final Design	260	09-Oct-09	19-Oct-10	133
DBP10056	Utility Work/Relocation	196	09-Oct-09	20-Jul-10	659
DBP10061	Sitework/Earthwork and Special Conditions	297	07-Jan-10	08-Mar-11	659
DBP10071	Guideway Construction	623	19-Oct-10	13-Mar-13	133
DBP10601	Revenue Service	0		13-Sep-13*	0
Farrington Contract					
Farrington Segment					
DBP10211	Design Build Package No. 1 - West Loch to Pearl Highlands	400	18-Feb-08	11-Sep-09	16
DBP10221	Advanced Conceptual Engineering for Design Package	255	18-Feb-08*	17-Feb-09	16
DBP10231	Procurement	100	18-Feb-09	09-Jul-09	16
DBP10241	Award	45	10-Jul-09	11-Sep-09	16
DBP10251	NTP	0		11-Sep-09*	16
DBP10261	Design Build Contract	785	14-Sep-09	28-Sep-12	60
DBP10271	Final Design	290	14-Sep-09	02-Nov-10*	16
DBP10276	Utility Work/Relocation	195	08-Jan-10	12-Oct-10*	38
DBP10281	Sitework/Earthwork & Special Conditions	297	08-Jan-10	08-Mar-11*	38
DBP10291	Guideway Construction	585	28-Jun-10	28-Sep-12	60
DBP10521	Revenue Service	0	24-Dec-12*		0
Yard & Shop					
Yard & Shop					
DBP10311	Design Build Package No. 2 - Maintenance Yard and Shop	450	01-Jul-08 A	24-Jun-09	84
DBP10321	Advanced Conceptual Engineering for Design Package	130	27-May-08*	26-Nov-08	84
DBP10331	Procurement	100	01-Dec-08	21-Apr-09	84
DBP10341	Award	45	22-Apr-09	24-Jun-09	84
DBP10351	NTP	0		24-Jun-09	84
DBP10361	Design Build Contract	855	25-Jun-09	19-Oct-12	45
DBP10371	Final Design	300	25-Jun-09*	30-Aug-10	84

Remaining Level of Effort | Actual Work | Critical Remaining Work
Actual Level of Effort | Remaining Work | Milestone

Page 3 of 8
Honolulu High Capacity Transit System

Environmental Impact Statement / Preliminary Engineering
Project Baseline Schedule

Linear Schedule



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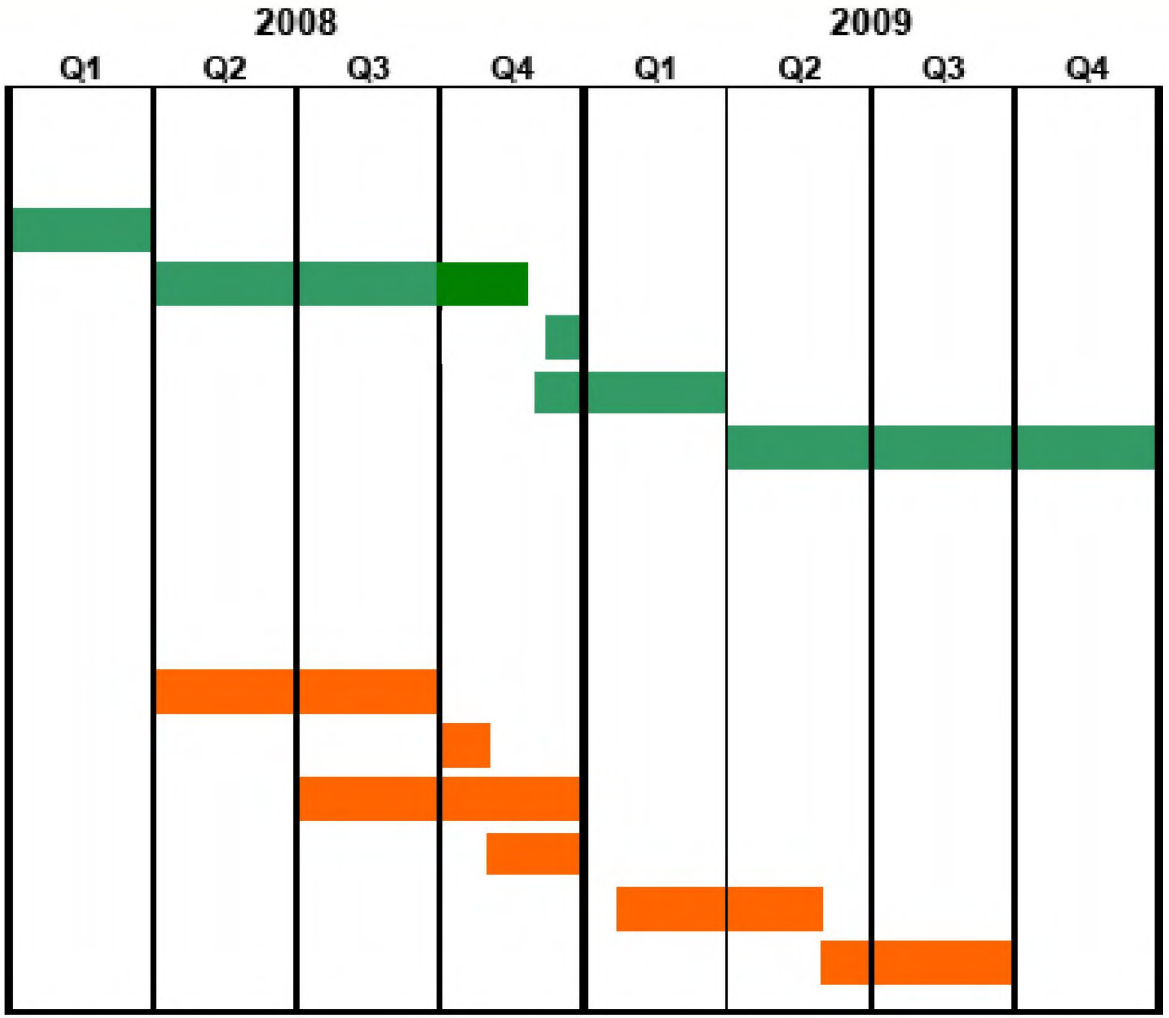
Procurement Schedule



Cost / Financial Plan

August 12, 2008

Cost Changes

	First Project Selection February 2007		Financial Plan November 2007		Draft EIS ~October 2008	
	(Millions of 4Q 2006 Dollars)	(Millions of YOE Dollars)	(Millions of 2Q 2007 Dollars)	(Millions of YOE Dollars)	(Millions of 4Q 2007 Dollars)	(Millions of YOE Dollars)
Guideway Construction	941	1,251	977	1,239	991	1,218
Station Construction	164	224	193	250	204	262
Maintenance and Storage Facility	86	107	93	111	96	110
Sitework and Special Conditions	452	587	489	608	508	595
Systems	162	221	178	230	192	246
Contingency	481	635	517	651	530	645
Construction Subtotal	**2,286**	**3,025**	**2,447**	**3,089**	**2,521**	**3,076**
Right-of-Way	72	94	85	105	137	159
Vehicles	227	306	250	320	266	330
Professional Services	686	884	734	904	756	937
Project Reserve	197	260	211	266	221	270
	3,468	**4,570**	**3,727**	**4,684**	**3,901**	**4,772**

Changes in Project Estimate (AA – DEIS)

Ref #	Description	Changes from AA	Value
10	**Guideway and Track Elements**	At grade section to aerial structure Eliminated underground cut and cover Modified retained fill design (single wall) Reduced overall project length Reduced the number of mainline turnouts Reduced guideway segment unit cost	**-$28.9M**
20	**Stations**	Two at grade stations to aerial stations Increased the number of elevator/escalators	**+$14.9 M**
30	**Yards and Shop**	No changes	**-**
40	**Site work**	Slight change due to overall length reduction	**-$11.4M**
50	**Systems**	OCS to 3rd rail Reduced overall length Eliminated fare gates	**+$7.1M**
60	**Right of Way**	Increased based upon DEIS analysis	**+$48.4 M**
70	**Vehicles**	Increased unit costs Reduced fleet size	**+$6.8M**
80	**Soft Cost**	Percentages unchanged	**-$6.0M**

Technical Capacity

August 12, 2008

DTS- Department of Transportation Services
RTD- Rapid Transit Division of DTS
PMC-Program Management Support Consultant
GEC-General Engineering Consultant

FT- Full Time Position
PT- Part Time Position

* The person identified is filling this position on a temporary basis until recruitments are finalized.

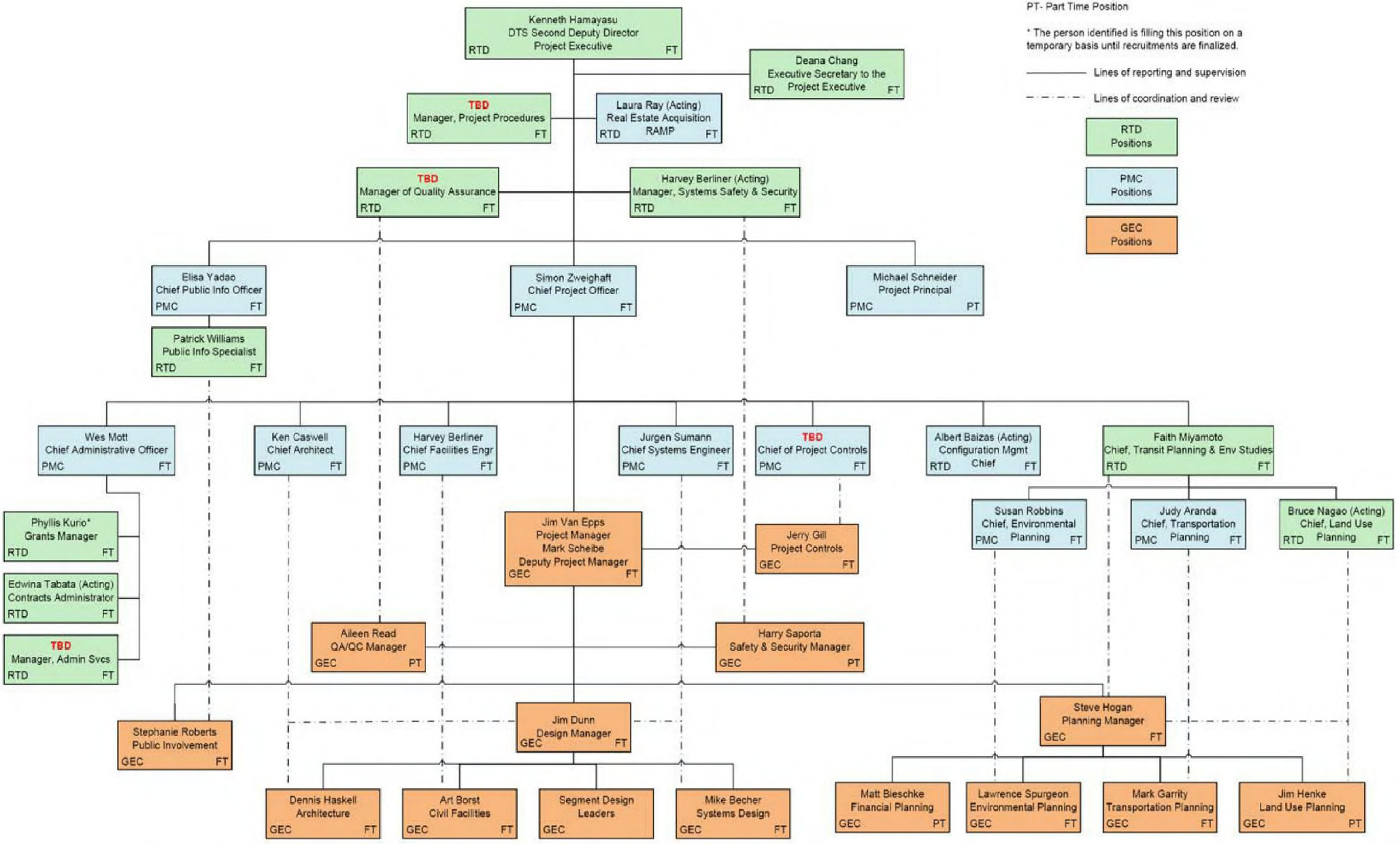
——— Lines of reporting and supervision

– · – · – Lines of coordination and review

RTD Positions

PMC Positions

GEC Positions



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Status of Approval to Enter Preliminary Engineering

August 12, 2008

Mahalo!